

Trail Rider

MAGAZINE

June 2000 \$2.95

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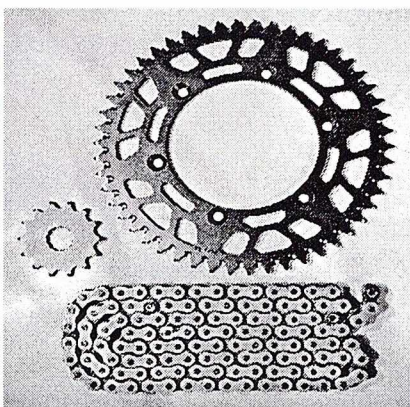
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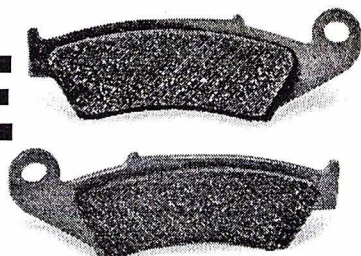
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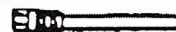
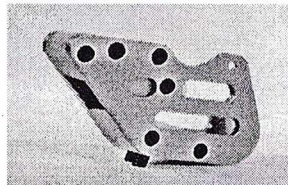


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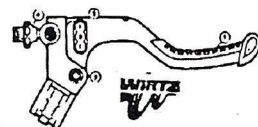
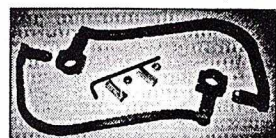
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On the cover: What can we say about Shane Watts? Only that he is laying waste to the GNCC series, and destroying the old order of things every time he crosses the finish line. He seems to be able to win from bad starts, well-back positions and so far any size bike. We've never seen anything like it! (Photo by Bossman)

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Warning: We've been writing these disclaimers here for 14 years, and we're hoping you're starting to get the point. We don't want anyone getting hurt, but you have to accept the fact that injuries are a normal part of any extreme sport, and trail riding definitely qualifies as "extreme." What, you want to compare it to baseball or something? Give me a break. Baseball, the worst that can happen is you spill beer all over the front of your shirt and fall off the second level into the stands below. Pansies are into baseball, real men and women ride trail. Do it safe, protect yourself, be careful, and have a ton of fun.

Light Reading

Subscriptions: Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$30 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

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Back Issues: A limited number of back issues are available. Write us and let us know the month and year, and send \$2.95 per copy, plus U.S. Postage of \$3 for up to four magazines. More than four and we'll have to figure out the postage. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" unless you have plenty of time to wait. (Hint: We never had an official XR400 test bike).

Address Changes: If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines if you tell them to, but they don't do it in a hurry.

Newsstand Sales: You won't find Trail Rider in any convenience stores. You can get Trail Rider in some motorcycle shops, and some day we plan to print a list of them. Shops can sell Trail Rider easily. We'll sell you a minimum of six issues (non-returnable) at a price you won't lose money on, and we'll pay shipping. Call us.

Advertising: Retail advertisers are strongly encouraged to get in touch with us if you want to advertise in the Northeastern market, because we've got a dedicated, faithful readership of about 8,000 hardy souls, and the number is growing steadily every month. Besides that we like to eat, as we explained above. Advertising is what keeps this rag alive, and we appreciate your business.

Contributors: We pay \$30 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

Yankee Trader: Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!

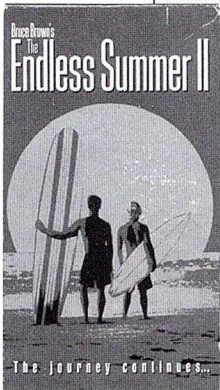
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Ridge Dual Sport

The Ridge Riders will be hosting a two day dual sport run starting in Hancock, NY on July 29 & 30. You can join the Ridge Riders, including ISDE and enduro legends Drew and Chris Smith for two fun days of awesome trail riding, which will include pre-riding The Ridge Rider's hare scrambles trails! Look for an ad on the event in this issue.

Must-See Videos

You've heard us rave about On Any Sunday, the definitive motorcycle documentary that changed so many of our young lives. The movie, that introduced Malcolm Smith, as well as Steve McQueen, Mert Lawwill, and a number of other early-'70s racers to the civilized world, was written and produced by Bruce Brown. Brown also did a surfing movie, a little bit earlier than On Any Sunday, called The Endless Summer, and we've offered that as recommended viewing for the same reason OAS is so appealing. Well, we're a little behind the times here on our video viewing, and recently rented Bruce Brown's Endless Summer II, a modern re-make of Endless Summer that was created some time in the '90s, as far as we can tell. Whatever, it's even better than the original Endless Summer, and the photography is killer. As if you need any more distractions in your life, this is a movie that'll make you want to learn how to surf. Get any and all of them at a video store near you, or you can buy On Any Sunday from Whitehorse Press at 800-531-1133.

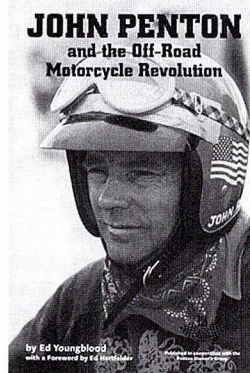


See This, Too

While you're renting videos, keep an eye out for When We Were Kings, the story of Muhammad Ali and the Rumble in the Jungle fight with Joe Frazier, also back in the '70s. If you're a boxing fan, this is a must see, and it's been around for a while, so don't look for it in New Releases. If you're 40 or so, then you must have been a Muhammad Ali fan at one time, and in that case it is a video you don't want to miss. Oddly moving and inspirational, even if it is just about two guys beating each other up.

Read This

Just got done reading our copy of John Penton and the Off-Road Motorcycle Revolution, and can



NETRA COMPETITION 2000: \$810,000 AWARDS PROGRAM

The New England Trail Rider Association announces a \$810,000 awards program for their 41 event 2000 competition season. These events include the NETRA Moose Racing Hare Scrambles Series, the NETRA Moose Racing Enduro Series, and the NETRA Junior Enduro Series. These awards, which include both outright awards and contingency awards, are sponsored by Moose Racing, Pirelli Tires, FMF Racing, Husqvarna, Kawasaki, ATK, Suzuki, and Yamaha.

For the second year, title sponsor Moose Racing will award Moose Bucks to Moose Racing registered racers who buy and wear current model year Moose Racing pants and jersey. Potential series payout is \$7725 Moose Bucks for the NETRA Moose Racing Hare Scrambles Series, and \$6950 for the NETRA Moose Racing Enduro Series. All classes are covered. In addition, Moose Racing will give Moose Racing registered riders a free pair of gloves with a series value last year for 117 Moose registered riders of \$4075. At the end of the year, overall AA hare scrambles and enduro champions will be awarded a \$750 contract, overall A enduro champion will be awarded a \$300 contract, and overall B enduro champion will be awarded a rider discount contract, regardless of whether the champion is Moose Racing registered in 2000.

FMF Racing will be awarding a total of 370 awards to the top ten finishers in each class championship for the NETRA Moose Racing Enduro series, NETRA Moose Racing Hare Scrambles series, and NETRA Junior Enduro series. Class champions will be awarded a two-stroke pipe or four-stroke silencer. Second place in each class will be awarded a two-stroke silencer or four-stroke header. Third place in each class will be awarded 909 handlebars, and fourth through tenth place will receive an FMF discount certificate. FMF awards will not require any special registration. Total value of the FMF program is \$16,500.

Pirelli Tires will be awarding all NETRA Moose Racing Enduro and NETRA Junior Enduro class champions one set of Pirelli Tires, regardless of whether the champion is Pirelli registered. This totals 54 tires. In addition, Pirelli Tires will award overall A, B, and C champions who are Pirelli registered with a 20 tire contract. Total value of the Pirelli tire program is \$8500.

Husqvarna has introduced an all new contingency program covering all the NETRA Moose Racing enduros and hare scrambles. Potential enduro series payout to registered Husky riders on '99 or later model CR, TC, WR, and TEs is \$124,250 and potential hare scrambles season payout is \$194,625. All classes are paid to fifth place in every event. AA and A riders are paid cash. B, C, and Women's classes are paid in Husky Bucks. Class winner payout at each event is \$400 AA, \$300 A, \$200 B & Women, \$100 C.

ATK's contingencies will yield ATK registered riders on '99 or later model ATKs a potential NETRA Moose Racing Hare Scrambles series payout of \$122,625 and a NETRA Moose Racing Enduro series payout of \$81,750. All classes are paid to third place in every event. AA winners will be paid \$500 cash,

all other classes will be paid in ATK Bucks, with class winner payout at each event \$250 A, \$150 B & Women, \$100 C.

Suzuki's contingency program will be paying registered Suzuki riders on '99 or later model DR-Z400/400E and RM125/250s with a potential NETRA Moose Racing Hare Scrambles series payout of \$80,600. Most classes are paid to fifth place in every event, with \$400 Suzuki Bucks going to most class winners. Suzuki will be paying registered Suzuki DR-Z400/400E riders with a potential NETRA Moose Racing Enduro series payout of \$48,600. All Four-Stroke, Vet, and Senior classes are paid to fifth place in every enduro, with class winners taking \$300 Suzuki Bucks.

Kawasaki's contingency program will be paying registered riders on '99 or later model Kawasakis with a potential NETRA Moose Racing Hare Scrambles series payout of \$50,250. Ten events are covered with Kawasaki Green Bucks paid to third place in most classes. Class winner payout is \$200 AA, \$150 A, \$100 B, C, and Women. Kawasaki will be paying registered Kawasaki riders with a potential NETRA Moose Racing Enduro series payout of \$20,250. Ten classes will be paid to third place at every enduro. Class winner payout in Kawasaki Green Bucks is \$150 A and \$75 B, C, and Women.

Yamaha's contingency program will cover seven NETRA Moose Racing Hare Scrambles with a potential series payout of \$42,070 to registered Yamaha riders on 99 or later model WR/YZs. Most classes will be paid to fifth place in Yamaha YZ Bucks, with AA winners taking \$200, \$100 B, and \$80 C & Women.

There is fine print to everything, so competitors are urged to contact these sponsors for details. Still, if you played it right it almost looks like you could pay a lot of your expenses racing on an amateur level in New England!

The NETRA Board of Directors has negotiated with these manufacturers to assemble this awards package for NETRA competitors. Kudos goes most specifically to NETRA President Bill Haas, NETRA Director Kevin Hines, and NETRA Director Mike Vallone. NETRA Administrator Jerry Shinnars will continue to make sure that contingency sponsors get the event results they need to administer these programs.

For more info contact:

NETRA: Vice President Mike Stone (800) 999-2003, m.stone@ix.netcom.com; Administrator Jerry Shinnars (860) 875-5757, netraman@yahoo.com; Web site, www.NETRA.org. Moose Racing: Roxanne Erickson (608) 758-1111, www.mooseroad.com.

FMF Racing: Bill Berroth (310) 631-4363, www.fmfrcing.com.

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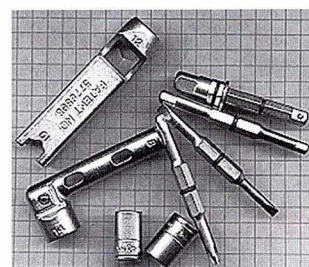
Thanks to Mike Stone for submitting this to Trail Rider.

heartily recommend it as well as all the videos above. If you're a former Penton owner you'll appreciate this book as a timeline of how it all happened, if your hair isn't quite that gray it'll give you some insight into what all the hubub is about. The book is a fairly quick read, two or three days if you spend a few hours at it each time, longer if you have to use your fingers. It's well worth the \$20 price, although as a friend of the Penton family and a former neighbor, I have to admit that it just scratches the surface of this subject. John Penton is a pioneer, a visionary, a reluctant hero, and at the core a very simple,

extremely humble-yet-proud plain old dirt biker—ex-dirt biker, actually, since he sports so much expensive hardware holding him together that he'd be crazy to try to ride any more (it still doesn't keep him off the roof, or out of the apple trees, at 70-plus years old). Get the book. Pick up a signed copy at the John Penton GNCC in June. Or get a copy from Whitehorse Press at 800-531-1133. (P.C.)

Motion Pro MP Tool

A very cool tool just came our way. It's the MP tool from Motion Pro. In a palm-sized clamshell pouch we found a tough-looking fold-up multi-tool,



with Phillips-head screwdriver bits, straight-slot bits and Allen (5mm and 6mm) bits, as well as a couple of detachable sockets and socket drivers for 3/8 and 1/4-inch sockets. In addition the tool comes with fixed 8mm, 12mm and 14mm sockets and the ubiquitous bottle opener. You assemble the parts of the tool in various ways to get leverage on the different bits, and honestly this looks like it would replace just about all of our tool pack, except for the axle wrench and spark plug wrench. Get it at Motion Pro; you can find out where by calling (650) 329-0427, or see them at www.motion-pro.com.



Riding with Mike

by Mike Lafferty

Tight Stuff

Riding in the annual Greenbrier enduro reminded me of the importance of getting through tight trees quickly. The Greenbrier has to be the tightest enduro in the series; in some places it's like being strained through the trees for sure, but actually most of the New Jersey enduros are like this. They all have sections consisting of trees maybe as close together as 30 inches, in spots probably closer than that. It goes by all sorts of names. "Tight trees" is the obvious one, or just "tight," as in "I went through that section of tight," and my favorite is "ignorant tight," which is what the bad sections in Greenbrier were all about.

You either like the tight or you hate it, and if you like it the chances are you're pretty good at riding it. I don't particularly like it any more, but since I grew up with it I still know how to get through it okay. And if you lived right in the heart of the tight and grew up with two older brothers, you'd know how as well. You'd better know how!

Some guys say the best way to get through the tight is with narrow handlebars. Clipper is one of them. He runs those ignorant mini bike bars that make your bike look so stupid. You might feel more comfortable with narrow bars, whatever. I don't use them. I use TAG handlebars at the stock width, which is close to 32 inches, especially with the handguards installed. I find I just like the extra control you get with wide bars, and if you ride the tight the right way, how wide your bars are don't make much difference.

Look at the pictures. There's one where I'm loafing through, trying to squeeze between the two trees with my weight on the middle of the seat. This is the kind of thing you do when you're tired, all the fight is out of you, and you just want to get to the finish line. It isn't the way to ride fast. Most of the guys who ride like this aim off of the inside, and plan to clip the tree on that side with one of their handguards. That's actu-

ally a pretty good trick, since you only have to brace for the hit on one side, and then you know you have the maximum clearance on the other side. It'll work until you reach a set of trees that are closer than handlebar width, at which point you'll wedge into them, and if they're strong enough the bike will stop while you continue over the bars. I've seen it happen.

The best way to get through the tight is to go at it aggressively and work your bike through. Yes, it's a lot more work, and it takes a lot more concentration, but you can get through the trees about twice as fast. In the second set of pictures I'm coming through the same set of trees from the opposite direction. There's a big difference in my position and attitude on the

the second picture. You have a lot more room between the trees when you turn between them, rather than trying to go straight.

Your inside hand will clear that tree first, and as soon as the outside hand reaches the outside tree, you can steer back and straighten the bike out. It all has to happen really fast, and you have to be in shape and practiced at it to keep your balance. Note that I've got my body propped straight over the bike, that I'm not leaning into the inside tree. Doing that would be a great way to knock yourself off the bike, clipping your shoulder. Stay up over the bike and move it under you. Aim at the base of the outside tree, clear the inside, reach the outside, and then snap the bike back.

"You either like the tight or you hate it, and if you like it the chances are you're pretty good at riding it"

bike. The main thing is that this little trip between the trees has turned from squeezing down a straight to steering through a pair of turns. Yep, it's a lot more work, but like I said it's much faster, and it's also the trick that will let you get through with the wider bars.

The first thing to look at is where my front tire is. Rather than pointing straight down the worn trail, I'm out of the trail and steering for the base of the tree on the outside of the turn. This is the critical part of the move. When you do this, and then turn back toward the trail once you pass the tree, it drops the bike into a turning attitude and lets you clear the pair of trees with handlebars on an angle—you can plainly see it in

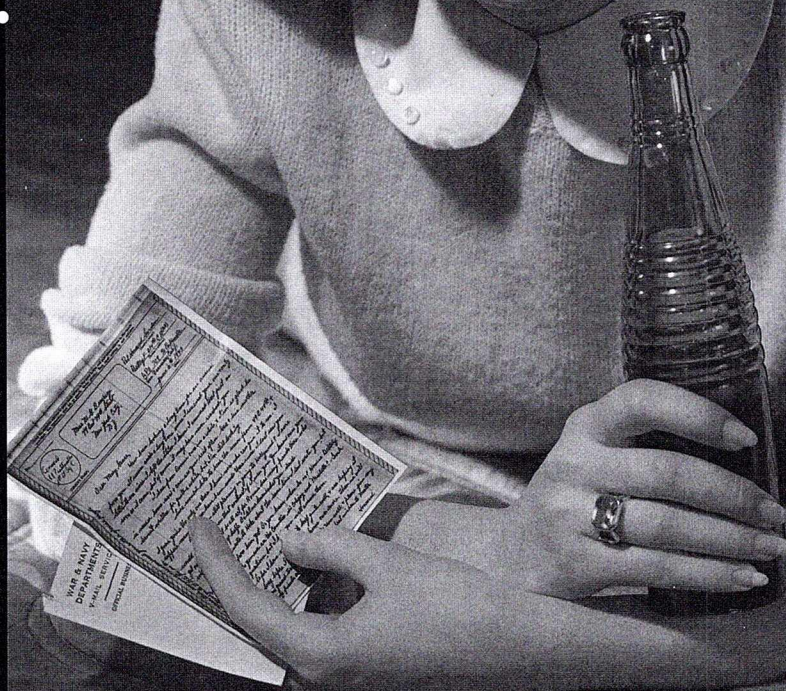
Practice it on a pair of trees that have a clear approach and exit, so you can experiment with your speed and aggressiveness until you get it down. Then work your way up to a set of tight spots, where you have to get a rhythm going to make it all work. I'll admit that the worst tight spots in a section may have no rhythm to them, and no room to do any of this, but if you can get through the rest of the tight faster than you do now, those little spots where you have to muscle through won't slow you down very much.

Yes it's going to wear you out when you practice it. But if you want to win—especially in South Jersey—you'd better learn how to ride the tight! ↑



**“I thought
my boyfriend
would like it
if I had my
navel pierced,
but he wants
Trail Rider
instead.”**

“It’s easy to figure men out, I guess. They like hare scrambles, enduros and just plain dirt riding. I guess that means they like Trail Rider, because that’s what Trail Rider is all about. All I know is I don’t have to worry about pleasing him any more—just as long as that Trail Rider magazine arrives in the mailbox once a month!”



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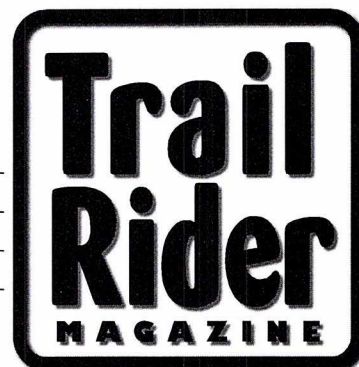
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“The clean read!”



Cycle Surgeon

by Dr. Steve Augustine,
Hughston Sports Medicine Clinic
Columbus, Georgia

"Smile"

If you don't mind smiling at a good looking babe at the races with a couple of your front teeth missing, then stop reading now. But, if you're like most riders, keep reading. It's hard to get lucky without all your teeth unless you play in the NHL.

This article is about injuries to teeth and what to do if it happens to you or another rider. Dental injuries are common in contact sports and in dirt riding as well. Most painful dental problems, like cavities and gingivitis can be avoided with regular brushing and flossing and trips to the dentist every six months for a professional cleaning and check-up. The problems discussed in this article are the ones related to trauma to teeth. Fortunately most riders wear a full-faced helmet which protects your mouth from most injuries. This has decreased the number of teeth injuries seen in motorcycle accidents.

A tooth consists of the root and crown. The inner portion of the tooth is soft and called dentin. It is covered by hard enamel to form the crown—the visible part of the tooth. The root is attached to the socket in your bone by small ligaments. The pulp of the root contains blood vessels and nerves. Tooth injuries can be divided into three categories: fracture, loosening, and avulsion (knocked-out). Sometimes a combination of these injuries can occur to the tooth.

A fracture typically splits the tooth into two fragments, one attached to the socket and one broken free. The fracture can occur at the root level, involve the crown, or simply chip the tooth. This can result in just a cosmetic defect (jagged mis-shaped teeth) or tooth death. The severity of the fracture depends on how much of the tooth is broken off. The more of the tooth that is involved, the more likely the pulp of the tooth will be exposed. Pulp exposure is very painful because the nerve is extremely sensitive. Contact with just air or fluids (especially cold or hot) can cause gut-wrenching pain. Pulp involvement can be identified by bleeding or just a pink or red dot in the inner portion of the tooth. If available put a small chunk of wax over the exposed pulp and nerve, this will decrease the sensitivity and pain. If you don't have any wax, then biting down on a towel or covering the area with your tongue will help protect the sensitive area and help control any bleeding. Obviously there won't be much of a conversation on the ride to the dentist.

An exposed nerve always requires evaluation by a dentist, the sooner the better. If the bleeding has stopped and the pain is tolerable, just keep some wax over the area and make an appointment as soon as possible. Orajel can help with the pain and is available at any drug store. Always save any tooth fragment(s) to allow the dentist to decide if it is useable. Only

touch the fragments on the outer surface. Place them in a moist towel on ice or in a cup of water or milk. Most small chip fractures can be smoothed off by the dentist but larger fractures may require surgery to replace or repair the tooth. Not all fractures cause visible breaks or fragment the tooth, sometimes X-rays are needed to identify the fracture and determine treatment. Broken fillings or lost crowns should be treated the same way as tooth fractures.

A fall or blow to the mouth can cause teeth to loosen or displace. The tooth may be pushed outward (extruded), side ways (lateral), forward, backwards or inward (intruded). A loose tooth is usually painful and looks out of line. It is difficult for the person to close the teeth together, as if biting down. The tooth may appear longer or shorter than the other teeth depending on the direction of displacement. Do not try to reposition the tooth. See a dentist as soon as possible for evaluation. Most can be repositioned and splinted by the dentist. Once the tooth is put back into normal position no biting pressure should be placed on it, allowing time for the ligaments to heal and hold the tooth in position. Sometimes surgery is required if the tooth is impacted and locked into the bony socket.

An avulsed tooth is one that has been knocked completely out of the socket. What you do in the first 30 minutes after it happens can determine whether or not the tooth can be saved. When the tooth is knocked out, the ligaments are torn along with the nerve and blood vessels. It is essentially a "dead tooth." If it is reimplanted into the socket within 30 minutes and up to two hours, the body will likely accept it and allow it to heal back in the socket. A root canal will be required to remove the dead nerve and blood vessel, but it will be a functional tooth. If the tooth is not reimplanted within two hours the likelihood of it living is greatly diminished. The body treats it like a foreign material and it slowly destroys the root. This dead tooth would need to be removed.

If this happens to you or another rider, immediately find the tooth and gently wash it off with water. Don't rub the tooth and only touch it by the crown (the part of the tooth normally seen in the mouth) so as not to damage the root or ligaments. Replace the tooth into the socket using gentle steady pressure. Make sure the tooth is facing the right direction. Once it is back in, gently bite down to push it into proper position. Again, use wax or gum to splint it to the teeth next to it. If the socket is bleeding, bite down on a towel or piece of clothing for the pressure effect. An avulsed tooth is a dental emergency and see a dentist immediately to have the tooth stabilized.

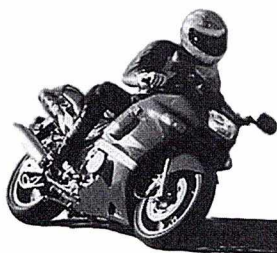
Injuries to teeth are often associated with other injuries like concussions, lip and cheek lacerations, and fractured jaws, because of the force of the blows to cause such injuries is strong. Try to prevent these injuries by always wearing a full-faced helmet and using a crossbar pad. It can never be emphasized enough that a mouth guard should be used when participating in sports that potentially put your teeth at risk of injury. It's up to you to try and protect your teeth. After all, you want to smile when you're getting your trophy. Remember all of these recommendations are only temporary and an evaluation by a dentist is always necessary as soon as possible.

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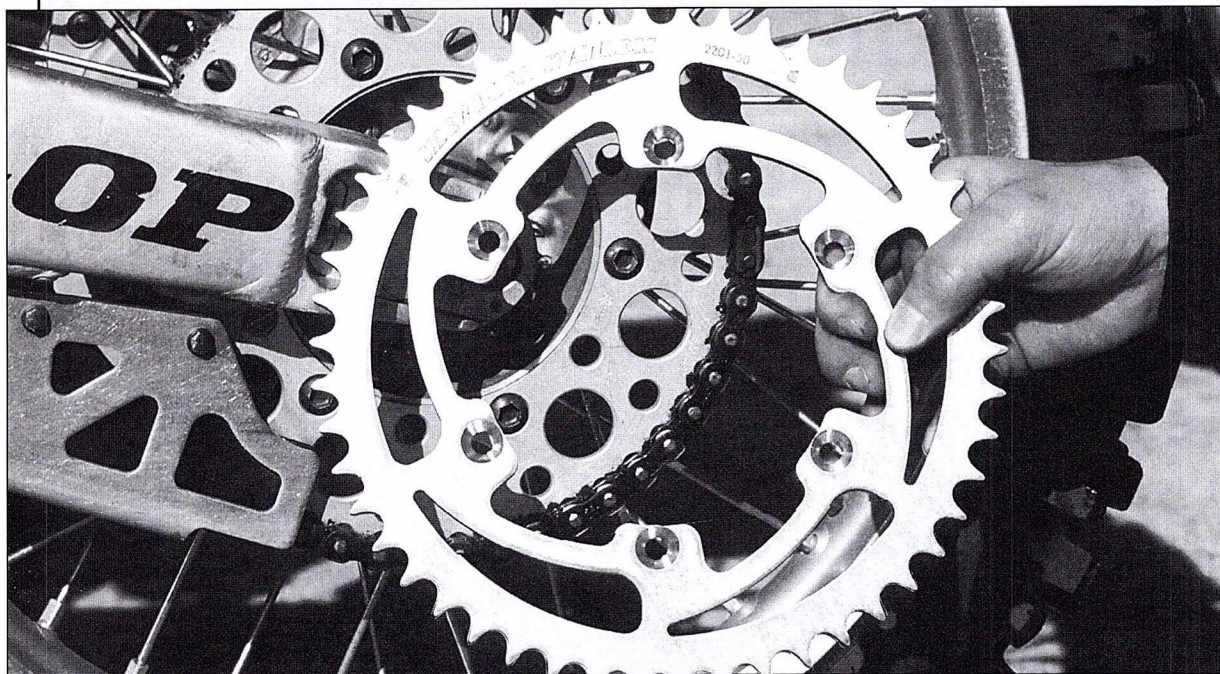
MOTOCROSS ACTION

June Issue

SideWinder



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TWO FOR THE ROAD

Mike Lafferty picks up the pace at rounds three and four

Cherokee National

By Kenneth King

Round 3 Greensboro, GA 3/19

Current National enduro champ Ty Davis is not contesting the whole series this year, and really the two main riders, KTM's Mike Lafferty and Yamaha's Randy Hawkins, are the favorites for the Championship. Hawkins has been on a win streak so far this year. He took the first two rounds of the National series, then the overall at the Alligator enduro during bike week in Daytona. Needless to say he's been hot. Lafferty hadn't been able to put things together for a win, but things would change in Georgia for round three of the series. Lafferty posted excellent scores in each section for a total of 17; he bested everyone by at least a point in each of the sections for the overall. "I had a great day. After I got out of the real tight stuff I started riding the bike and having fun. I was on row 36, the last time I had that row was at this race a few years ago and I won. I think the late row helped me out today," said Lafferty. Hawkins had a good day, with no trouble to speak of, he was just off a few critical seconds in each section.

This was round three in the National Enduro series and round 12 of the SETRA series. Put on by the Cherokee Enduro Riders, this was their 34th year. Over 350 riders signed up, but the threat of nasty weather kept many at home. The course was 103 actual ground miles divided into five points-taking sections and 12 checkpoints. The weather was cold, 30's in the morning and low 50's by midday. Cloudy skies and wind made it feel colder than it was. The threat of rain hovered all day, finally raining as the race was coming to an end. Twenty-four mph was the speed average for most of the race, with one section jumping to 30.

A few miles of warm-up trail led to the first point taker. Five miles of virgin trail, and the major points taker of the day. The trail was tight, handlebar-width trees going in and out of ditches and a lot of exposed roots. It was here that Lafferty showed he meant business, posting the fast time with a 6. "That first section was tight. It wasn't much fun. I think being on a late row helped me, I'm sure it was wider on row 36 than it was on 20. When I saw bark missing from a sapling I knew I could just charge over it," said Lafferty. Gravitt wasn't far off the pace. He dropped seven. "I got pinned between two trees trying to make a pass and got stuck. I was there for 20 or so seconds when Mitch McRee bumped me from behind and broke me loose. I think I went a 7:41."

Brian Garrahan (KTM) matched Gravitt's score through the tight section with a seven. Hawkins had his share of trouble with the big thumper, dropping eight. "This was the tightest stuff I've ridden all year.

The Alligator was tight, but it was all flat, you could get a rhythm through the trees. It wasn't so much the bike being heavier as it was the power. It was just a handful going through the tight trees while negotiating the ditches. Plus, I think a later row would have been better today," said Hawkins.

The next section was 20 miles of fast trail. Lots of clear-cut mixed with some open trail through big woods. A going-in check at 16 miles led to a check at 25 miles, with the going-out check at 36 miles being the points taker. All the AA's made their minute at the middle check. It was Lafferty again coming out fastest with a three. Gravitt, Garrahan and Hawkins all dropped four. It was on to gas #1. After gassing, the next points taker was another 20 miler with the



Drew and Chris Smith (center) at the start in some incredibly foul weather. Warm and fuzzy it wasn't.



Richard Lafferty pushed the hardest and wouldn't let up, scoring second overall at the finish.



Dual champ: Mike Lafferty was the local favorite and the clear winner of the Greenbrier, and the dark horse taking the overall at the Cherokee.



Randy Hawkins had the early season points lead, but the edge has come off his luck somewhat. He's still right there in the points, though.

check-in at 65 miles. A bit tight but still plenty of open Georgia woods with one short tight section reminiscent of section one. (lovingly referred to as the granddaddy of tight trail). A check in the middle kept riders on their toes. Lafferty again topped the pack with a three point loss. Garrahan dropped a point in the middle, then poured it on and reeled the check-out with a

four. Hawkins and Gravitt dropped five each. "I should have had a four. A rider fell in the tight woods and caused a backup. It was at least 30 or 40 seconds before anyone could get around. I was on row 24, and I was passing up to row 7 and 8. I had trouble finding the trail sometimes because of the leaves on the ground. A later row would have helped," said Gravitt.

Two sections were left. A check-in at 102 miles started 10 miles of trail. Lafferty dominated again, with the low score of five. Garrahan, Hawkins and Gravitt dropped six. Some easy trail led to gas #2, with the final section of the day at 129 miles. The last trail used a pine thicket from previous hare scrambles. Tight trail weaving through the pines, but you could get a pretty good rhythm in it. Lafferty aced the section, the only one to stay on his minute. Gravitt, Garrahan and Hawkins all dropped a 1. Gravitt secured his third SETRA championship with his second place finish. Lafferty's win closes the points gap with Hawkins. With the season still young anything could happen.

Greenbrier National

By Paul Clipper

Round 4, Belleplain, NJ 4/9

Michael Lafferty upped the ante on the AMA National Enduro Series, taking a very convincing win at round four of the series, on his South Jersey home turf. The former champ triumphed over a course consisting of just under 100 ground miles of tight forest trails, and in the morning at least, very unseasonable weather. "I admit I have the advantage here, because I grew up riding in these woods," said Lafferty on the starting line, "The trouble is, I've been riding all the other Nationals, and the GNCC, and I'm

Cherokee National Enduro							
Class Results							
AA				Senior A			
1. Mike Lafferty	17			1. John Farrar	51		
2. Brian Garrahan	24			2. Frank Schoenbeck	56		
3. Randy Hawkins	24			3. Danny Morrison	59		
4. Patrick Garrahan	25			4. James Kallaker	64		
200 A				Masters A			
1. Allen Gravitt	23			1. John Kirby	53		
2. Martin Pruett	38			2. Jim Ford	58		
3. Scott Mount	46			3. John Fero	61		
4. Michael Sigety	54			4. Jerry Pacholke	92		
250 A				Super Senior A			
1. Chuck Woodford	32			1. Mike Shank	62		
2. Russell Epley	37			2. Lane Sheppard	82		
3. Don Baxley	44			3. Charles Koshiol	87		
4. Lee Stephens	46			4. Jim Vandenbergh	97		
251 Open A				Open B			
1. Mitch McRee	31			1. Mike Bradshaw	51		
2. Dan Bryan	38			2. Timothy Rooney	53		
3. Scott Hoffman	40			3. Gene Zobel	61		
4. Joey Rowland	49			4. Lisha Pooner Powell	61		
Four Stroke A				5. Forrest Hardeman	66		
1. Scott Miller	41			250 B			
2. Jeff Harris	43			1. Steward Baylor	40		
3. Andy Barkley	45			2. Trey Wellborn	46		
4. Frank Anello	54			3. Ivan Haynes	46		
Vet A				4. Scott Spittle	50		
1. Doug Deaton	28			200 B			
2. Jan Hrehor	42			1. Andy Dean	53		
				2. John Carr			
				3. Andrew Stokely	65		
				4. Jason Smith	96		
				Four Stroke B			
				1. Phillip Sims	55		
				2. Ari Relford	69		
				3. Nik Johnson	83		
				4. Mark Quador	114		
				Vet B			
				1. Steve Moore	53		
				2. Daniel Monsrud	59		
				3. R. Ashley Fowler	61		
				4. Tim Akins	62		
				Senior B			
				1. J. Alan Martin	66		
				2. L. Steven Lewis	67		
				3. Richard Shipner	74		
				4. Jim Gillfillan	79		
				Super Senior B			
				1. Charlie Bridges	60		
				2. Gary Bishop	84		
				3. Kirt Lynch	112		
				4. Rich Smith	261		
				Masters B			
				1. Michael Thompson	93		
				2. Steve Stirewalt	97		
				3. Joe Van Seeters	105		
				Open C			
				1. David Burdell	67		
				2. Johnny Coggins	67		
				3. Scott Preshnell	74		
				4. Gary Wolbach	188		
				250 C			
				1. Hugh Moore	73		
				2. Matt Jones	98		
				3. Steve Moevatz	144		
				4. James Brown	235		
				Senior C			
				1. Jamie Clontz	82		
				2. Rick Holsomback	106		
				3. Steven Cayce	115		
				4. Mike Bowles	175		
				Four Stroke C			
				1. Allen Young, Jr	72		
				2. Rob Mielke	88		
				3. Johnny Thomas	88		
				4. Rick Chapple	91		
				Veteran C			
				1. John Fisher	82		
				2. Ted Lentz	83		
				3. Lance Ott	88		
				4. Greg Armour	90		
				Golden Masters			
				1. Fred Hammond	100		
				2. Jim Armitage	148		
				3. Sal Crocevera	352		
				Women			
				1. Elaine Nobles	DNF		

getting spoiled. I hate riding down here! It's too tight! But I'm going to do good today, I feel good."

The KTM, Moose Offroad, FMF, Boyesen, Pro-Clean, Arai, Scott, TAG, Sunstar, Enduro Engineering, Michelin, Spectro, Motion Pro, Twin-Air, Tsubaki, Hammerhead, Ballzee-sponsored rider made good on his word, setting the fastest score at most of the checkpoints, and getting beaten at only one of them. Lafferty's main competition at this event was Randy

Hawkins and his brother Richard Lafferty, both spending this season riding the GNCC series. "I know Randy's on a roll, and riding great this year, but the people I am most nervous about are the local riders—Richard, Kevin Bennett, and Fred Hoess. They know these woods like me, and any one of them could win it. Billy Atkinson will be right in there too."

In the end he was right, his hottest competition came from his brother Richard, sponsored by KTM,

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David Lykke came out from Washington state and put in a great ride, finishing fourth overall.

Arai, Scott, MSR, Silkolene and Dunlop. Richard matched him score for score in the shorter sections, but just couldn't keep Mike's pace in the long sections, finally settling for second overall and High Point A, a full nine points shy of his brother's score. Two points farther back was Hawkins (Yamaha, MSR, White Bros, Bridgestone, Factory Connection), riding strong on his WR400, possibly a little too strong when he burnt the first check on the course, a tactical error on his part that could have cost him second overall. Before the start it was rumored that the entire course would be start control and check-out, and all the start controls were already listed on the route sheet. But it wouldn't be an enduro without surprises, and a few checks were placed to make sure riders were still watching their clocks. Hawkins' only comfort was in knowing he wasn't the only rider caught early.

You couldn't have asked for a more severe change of weather on race weekend. Saturday afternoon it was suntan lotion and umbrella drinks, as the temperature rose above 70 degrees with a warm breeze under a bluebird sky. Rain started falling late in the night, and by sunrise a stiff 30 mph wind was blowing a howling snowstorm perfectly sideways. "It's always better like this," says trail boss Jack Lafferty Sr., "we don't want it to be too easy."

Mike Lafferty wasted no time in the morning, leaving the line in a raging blizzard and keeping his pace hot enough to stay warm on the trail. It was a quick "warm up" loop that came back to the start in 15 miles, where everyone had a few minutes—assuming they weren't already late—to change into dry clothes. Lafferty scored a three on the check-out, and had a fair amount of company with that score, including brother Richard, Hawkins, and ECEA champ Fred Hoess (Hus). Hawkins had already picked up two extra points at the first check with a burn, so the race was set to be between the Lafferty brothers and Hoess. Hoess, who is normally a fierce competitor was off his pace, though, and he told us why: "Somehow, I hit something in the first loop and knocked a leak in my rear brake line. I ran out of fluid and brakes, and then started riding hard on the clutch to try to make up for it, and wound up overheating my clutch." Later on, Hoess drowned out his bike in a water hazard, and took many minutes getting the bike cleaned out and push-started, definitely knocking him far out of the running. "This is probably the worst luck

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The Knight brothers, Nathan and Nolan, of Team Gas Gas, chilling out (literally) at a gas available.

I've had in the past three years," he said at the finish. His sentiment was echoed by a host of unfortunates, victims of extreme conditions. Both Garrahan brothers, Brian and Pat, were on the East Coast looking for National Enduro points, and both dropped out with mechanical problems, Pat breaking a rear hub and Brian losing his front brake hose. Another team of brothers suffered problems when Drew and Chris Smith started on the line, and after a bit Drew came out of the woods with a broken chain on his Gas-Gas. Chris, riding a Suzuki DRZ400, kept the shiny side up to easily score the win in the A Four Stroke class. ISDE veteran and past ECEA champ Kevin Bennett (KTM) started with a good chase but dropped out before the finish with a baked engine.

The next points-taking section was where Michael let everyone know he was really serious. A 17-mile section of 30-inch wide saplings, known and feared by the locals, was his playground this time, and he flat ripped through it, coming out the other side five points down, compared to seven points set by Hawkins, Rich Lafferty, Washington's David Lykke (Yam), and local rider Mark Roll on a YZ125. Following that section was a start control and then two checks back to back, where Lafferty went 5-14, fully three points better than anyone else. Hawkins went 7-18 and Rich Lafferty went 7-17 at the two checks, while Lykke went 7-19. Current ECEA Champion Bill Atkinson (KTM, Matto Cycle) surprised the out-of-towners by raging through this section, posting a 6-16, the second-fastest score. Atkinson was matching scores with Hawkins at the following checks, but then ripped loose his clutch hose later in the race, and lost a ton of time trying to ride his 250 hard without a clutch.

With Atkinson out, Lafferty's only local competition was with brother Rich, and Michael never let up from there to the finish. By 2:38 p.m. the sun was out, the snow was all gone, and shortly after that Mike Lafferty clocked out of the woods with a 39 total on his score card, nine points better than his brother, and 11 points away from Hawkins, who accepted his loss philosophically. "I knew it was going to be tough racing in Michael's back yard, and I know all these local guys are tough. I came here hoping for a top three finish so I stayed in the points, and I accomplished that, so I'm happy. Michael and Rich both rode well today, heck a lot of guys rode well."

"It was cold this morning," Lafferty said. "I thought the weather would get us all, but it didn't. I just rode as hard as I could, all day. I knew Rich was right back there, I knew Randy was riding really good, I couldn't afford to make any mistakes. So I just kept it pinned

and it all worked out."

Following the top three was David Lykke, who put in a strong ride with a 52, and Craig Holasek (Hus) from Minnesota, who scored 58 points. Sixth went to Gas-Gas' Matt Stavish, who dropped a 59 for the day.

Chris Smith, on the big electric-start four-stroke, held on for a seventh overall and top A Four Stroke—"Man, the bike knows where to go! I'm just sitting on it turning the throttle!"—and eighth went to Nathan Knight, also of the Gas-Gas team. Filling out the top ten were two local riders, both riding out of B&B Cycle. Craig Shenigo dropped a 68 for ninth, and Jim Gunselman scored a 72 for tenth overall. Joe Cartwright (Hon) was the top B class finisher with a

105, giving him the High Point B trophy, and Brian Glenn scored the High Point C award with a 144—and he was only one of seven C riders to finish!

"Any club that has a question about what a national enduro should be," Randy Hawkins said, after the race, "they should give Mr. Lafferty a call. He and his crew, the Tri-County Sportsmen, did an excellent job. It was funny, though—70 degree weather one day and snowing the next! It was a good, physical race, not a lot of games played, you couldn't ask for a better race."

With four rounds down in the series Lafferty and Hawkins are tied with two wins each, with Lafferty having the edge in points, 106 to 99, unofficially. ▲

Greenbrier National Enduro			A Four Stroke			B Veteran		
Unofficial Results			1. Chris Smith	Suz 63		1. Todd Temple	KTM 122	
Michael Lafferty	KTM		2. Bob Bennett	Hon 95		2. Jeff Brown	Kaw 126	
Grand Champion			3. M. Grossman	Yam 121		3. Todd Fenton	KTM 142	
Rich Lafferty	KTM 48		4. S. Devecchio	Yam 124		4. David Mills	KTM 174	
High Point A			5. J. Campbell	Yam 150		5. William Gilmore	Kaw 184	
Joe Cartwright	Hon 105		B 200			B Senior		
High Point B			1. William Hess	Kaw 106		1. Joe Chambliss	KTM 296	
Brian Glenn	Kaw 144		2. Jason Smith	KTM 138		B Four Stroke		
High Point C			3. Mark Delong	Kaw 208		1. Joe Dickenson	122	
AA National			4. Ja Beep Bopp	Hus 233		2. James Paul	Yam 215	
1. Mike Lafferty	KTM 39		5. Frank Wilson	KTM 262		3. Mark Schleeweis	Hon 227	
2. Randy Hawkins	Yam 50		B 250			4. Mark Perry	Hon 247	
3. David Lykke	Yam 52		1. Derek Sererns	ATK 108		5. Mark Quador	Yam 492	
4. Matt Stavish	Gas 59		2. Bob Heinzerling	KTM 126		C 200		
A 200			3. Phil Cassot	Hon 129		1. Jeffrey Weiss	Kaw 244	
1. Jerry Madore	Yam 75		A Vet			C 250		
2. Mark Roll	Yam 82		1. Craig Shenigo	KTM 68		1. Ed Hutchinsonson	KTM 193	
3. Mike Sigety	Yam 83		2. Steven Larkin	Yam 72		2. Jason Spayde	Hon 204	
4. Robert Mohn	Kaw 83		3. Jeff Kirchner	Hus 79		C Open		
5. Dan Stoppi Jr.	Yam 83		4. Ken Law	KTM 86		1. Mike Kicinski	149	
A 250			5. S. Chapkovich	Suz 101		C Veteran		
1. Craig Holasek	Hus 58		A Senior			1. Michael Kearns	KTM 210	
2. Nathan Knight	Gas 64		1. Jim Gunselman	Yam 72		2. Richard Miller	Kaw 282	
			2. S. Crouch Jr.	Kaw 92				
			3. James Kalleker	Hus 98				
			4. John Farrar	Yam 103				
			5. W. Fontanazza	Yam 106				
			A&B Super Senior					
			1. Scott Wolf.	Hus 184				
			2. Richard Trader	KTM 403				

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ALLIGATOR ENDURO

Hawkins triumphs over a tough ride

This was the Golden anniversary of the Alligator, 50 years worth of woods riding in Daytona. With all the land problems facing off roaders, it's hard to believe this enduro has been going strong for so many years. The location has changed a few times over the years, but its reputation hasn't: A tough enduro. And this year, most had a feeling the Daytona Dirt Riders were going to give riders one to remember. The buzz in the pits was that it would be the toughest in years.

With the 'gator it's either under water or dusty, and this year it was dusty. It was also hot, the high 80's. The trail was a little over 70 miles with some fresh cut stuff thrown in; although it's hard to tell if there was new trail under all those palmettos.

Some of the nation's best race this race. Although absent this year was Yamaha's Ty Davis and the Team Kawasaki and Suzuki guys. Years ago the AA class included all the manufacturers and their top riders. Lately the trend seems to be toward the GNCC series and that's it. It just looked a lot better to see all the factory teams participating and not just the ones doing the enduro series.



Randy Hawkins took the overall on his big 426.

It was good to see the big Gas Gas trailer parked in the pits. I think its former owner was Ricky Rudd the NASCAR driver. It's quite a set up.

Right now, six time enduro Champ Randy Hawkins is on a roll. He won the first two rounds of the National enduro series and he seems to have finally got the hang of his Yamaha 400. Hawkins (Yamaha, MSR, Bridgestone) took the overall this year, with a score of 14 making him a three time winner. "It was a tough race, but we've got the bike working good and really didn't have any problems all day." His main competition, two time enduro champ Mike Lafferty (KTM, Moose, Enduro Engineering, Arai) came up a point shy of Hawkins with a 15. "The Alligator is tough, this year was one of the toughest I can remember I would have had more fun if I wasn't nursing a major blister on my left hand. It's almost my whole palm. I got it at the Okeechobee GNCC. Really all I tried to do today was hold on." 250 A rider Joey Ambrosini on a Kawasaki tied with Lafferty with a 15 for third overall. Senior A rider Jeff Fredette took fourth on his trusty KDX with a 17. Mike Grizzle, on a Husaberg 501, rounded out the

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This guy looks like he's in a hurry. Allen Gravitt went for it, but missed by a handful of points.

top five, also with a 17.

The race was short, if you're used to riding the Nationals. But 70 miles of sand whoops and high temps, then add in some dust; well, it was tough enough for anybody. The course was divided into four points taking sections. Two before the gas stop and two after. The first and last sections were the "KILLER" ones, the ones that created the most complaints after the race. Six or so miles of pine thickets



Mike Grizzle kept Lafferty honest all day, and picked up a second in the AA class.

and fire road gave everyone ample warm up time before the first section. The trail was full of tight switchbacks through foot deep sugar sand. Brief jaunts through the pines connected the sandy stuff with short stints into the palmettos. It could only be described as brutal. Ron Miller, a longtime SETRA rider and Master B class winner summed the section up. "It was like I didn't know how to ride a motorcycle. I couldn't turn in that deep sand, it was just tough. I don't see how the AA's ride in that stuff so fast." Hawkins had little trouble, he dropped three points. "The section was tight, but you could get a rhythm

all the winners...

1949 Harvey Sweet		1975 John Penton	Penton
1950 Claude Goulding	BSA	1976 Skip Olson	Can Am
1951 Earl Robinson	HD	1977 Skip Olson	Can Am
1952 Claude Owen	BSA	1978 Jack Penton	Penton
1953 Ralph Davis	BSA	1979 Jack Penton	Penton
1954 Bill Penton	BSA	1980 Ted Leimback	Penton
1955 Leroy Winters		1981 Kevin Lavole	KTM
1956 Frank Plascicki	Indian	1982 Kevin Hines	Husky
1957 Leroy Winters	HD	1983 Dick Burleson	Husky
1958 Don Pink	HD	1984 Mike Melton	Husky
1959 Charles B. Jones	BSA	1985 Kevin Hines	KTM
1960 Leroy Winters	Triumph	1986 cancelled	
1961 John Penton	BMW	1987 Kevin Hines	KTM
1962 John Penton	BMW	1988 Larry Roeseler	Kawasaki
1963 John Penton	BMW	1989 Joey Hopkins	Kawasaki
1964 John Penton	BMW	1990 Randy Hawkins	Suzuki
1965 William Brandon	Triumph	1991 Blair Sharpless	Suzuki
1966 William Baird	Triumph	1992 Joey Hopkins	Kawasaki
1967 John Penton	Husky	1993 Steve Hatch	Suzuki
1968 Dave Knutsen	Bultaco	1994 Joey Hopkins	Kawasaki
1969 John Penton	Husky	1995 Randy Hawkins	Suzuki
1970 Dallas Nichols	Honda	1996 Steve Hatch	Suzuki
1971 Ron Bohn	Husky	1997 Randy Hawkins	Yamaha
1972 Calvin Lane	Yamaha	1998 Mike Lafferty	KTM
1973 Sherrill Kennedy	Penton	1999 Mike Lafferty	KTM
1974 Herluf Johnson		2000 Randy Hawkins	Yamaha

through the trees, you had to know how to ride in the deep sand." Florida enduro champ Ashley Brewer and Lafferty were the only other riders to drop three in the section. Ambrosini, Fredette, and Grizzle would drop four.

If you weren't too far behind you got a nice 10 minute reset before section two, the last points taker before the gas. The trail was easier, pines and palmettos, with whoops thrown in for fun. Lafferty and Hawkins blazed through the section dropping four

(Continued on page 40)

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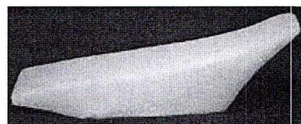
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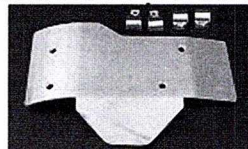
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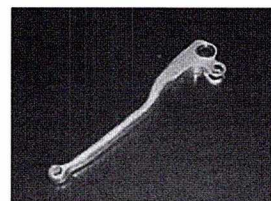
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HUSQVARNA TE610

Heading for the woods with the Big Gun

by Mark Uth

Open class four-stroke dirt bikes. Certainly not at the top of our list of technical enduro weapons. When Husqvarna USA's Rob Keith told us he had a new TE610 test bike waiting for us, I'll have to admit, there were some serious reservations. I could think of many reasons to shy away from a big four stroke, but this Husky may have changed my mind. Husqvarna's TE610 is in fact a surprisingly able mount, one that we were happy to ride the wheels off of while it was eagerly passed from test rider to test rider. It proved well up to the rigors of technical woods competition, however, where it really won us over is when things opened up. It's then and there that the bedrock-stable chassis and bottomless open class power shine through, providing an incomparable riding experience.

Tire Kicking

This year's model improvements include a new ignition system that eases starting and boosts power output. Then there's a new seat, body work and side panels wrapped around an all-new single-muffler exhaust system. Ergonomically, it's much thinner and easier to move around on, light feeling, and best of all, quiet in spite of the ample power output.

New radiator shrouds were added to match the rear treatments. Other motor changes include new clutch plates, a steel kickstart lever and updated Dell'orto pumper carburetor. All worked flawlessly. Finally, the wheels now have new race-bred hubs that were reportedly developed on Alessio Chiodi's race bikes. They're lighter and stronger, the spool shaped hub itself having a hand made sand cast look to it. All in all, the 2000 model boasts quite the goody bag of innovations.

Additionally, plenty of good stuff was retained from earlier models, a list that includes Domino controls and useful enduro treatments like a trick, twin beam headlamp, unbreakable tail lamp lens and mechanical odometer. Venerable Brembo braking components are still used front and rear, and in the suspension department, the able Marzocchi 45mm USD fork and Sachs shock have returned. On the downside, wimpy Michelin Euro eco tires are used front and rear (Enduro Comp III), and standard carbon steel handlebars have also returned. Nonetheless, its still a refined package that's put together well, and looks the part.

Motor Eval

In our opinion, the new exhaust system is arguably the most important motor innovation for 2000 and certainly a vast improvement over the old dual exhaust layout. The old twin muffler system was a bit loud, and surely heavier than a single exhaust system. The new alloy canister weighs less than the old twin tailed system and is quiet, nearly as quiet as the whis-



No doubt the Husky is a handsome beast. Get it out on a straightaway and twist it wide open, and you'll know both the beauty and the beast.



The combination of a good suspension system and almost limitless horsepower begs for a good slide.

per of a stock XR250. It's a free breathing system that allows the motor to sing even while being muffled enough to avoid offending neighbors and passers-by.

From the saddle, the 576cc, single overhead cam Husky mill remains a power giant, but a gentle one at that. It doesn't have raw, abrupt power; like say a YZ426 or works racing thumper, not to say that it doesn't have that potential. We rode one of Jackie Marten's racing Husky 610s a few years back, and quite frankly the thing was a monster. The slightest throttle abuse resulted in the bike standing straight up on its rear wheel. Very intimidating. Instead the 2000

model TE610 provides a smooth, controllable rush of power and as such remains plenty tractable. You can still spin the tire at will with a simple twist of the wrist, even when in top gear with good traction. Beware that the TE610, mixed with knobbies, asphalt and a careless right hand, are a recipe for disaster. While in the dirt, it at times seemed that the only thing that the throttle controlled was the amount of roost thrown. There are few things more thrilling than holding this 610 wide open on a long sand road.

Cogs in the six speed gear box are well chosen. Low enough for slow going while still providing warp drive way faster than you should ever ride in the woods. On the trail the TE610 motor doesn't exhibit much compression braking, which eases its ridability by con-

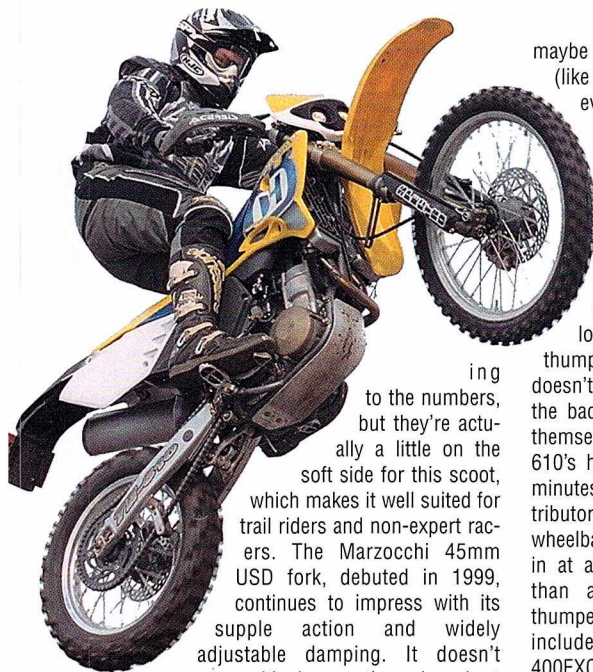
verted two-stroke pilots. Keeping the idle a bit high aided this, as well as reducing the likelihood of four-stroke stalling. Cough and die stalls were a rarity, occurring maybe twice in a thousand miles of testing and trail riding. We need to add also that the clutch pull on this bike is much lighter than you'd expect, on par with that of a 250 two-stroke.

Regarding starting, the 610 motor proved to be an easy starter, cold or hot. With a cold motor, the 610 almost always lit off after several kicks with the choke on, regardless of ambient temperature. Oddly, even during winter time temps the motor wanted the choke flipped off almost immediately thereafter, telling us that the choke circuit is fairly rich on this bike. The big Husky was a one kick starter when hot, just as long as it was one BIG kick. Finally, anyone who's not accustomed to a left side kickstarter will find it a bit of a challenge, although, it really doesn't take long to get acclimated. Our 610 test bike started consistently whether using a right (straddling the bike) or left leg for kicking.

For improved reliability, newer Husky thumpers now have a lubrication system (new in '99) that uses an oil pump in addition to the reed valve for oil circulation. The wet sump Husky motors have always been reliable, however the new oil system provides some added insurance (and peace of mind). Husky thumpers are also equipped with a plated cylinder for easier top end servicing. Stock jetting was near perfect during a test regime that was conducted at sea level in temperatures from 20-75 °F. The 610 didn't ever heat up or pop, even in the slowest going. Our only observation was that it was perhaps a little rich on the bottom (very slight). Closing the fuel mixture screw a quarter turn or so took care of this, although before making that adjustment it didn't cause any other trouble.

Suspension and Handling Analysis

The spring rate seems high front and rear, accord-

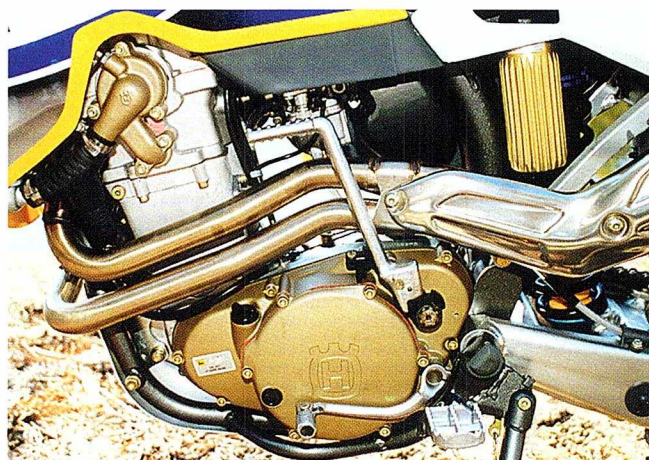


maybe even riders competing in faster competition (like GNCC) will certainly need the 4.5, or maybe even the 4.8 motocrosser spring. Out back, the Sachs shock felt excellent, while admitting that the hi/lo compression damping controls continue to confuse us. The shock spring rate is 5.8 Kg/mm, which worked well under just about all conditions.

Suspended as such, the TE610 is as stable as an aircraft carrier in a smooth pond. High speed drifting in corners, in whoops, across logs and roots are a cinch as this Husky mega thumper is easy to just hop on and roost. The bike doesn't deflect, knife, dive, drift or wash-out. Nor does the back end hop on chop. Most test riders found themselves quickly acclimated and confident in the 610's handling after just a few minutes aboard it. A major contributor to the bike's handling is wheelbase, the TE610 weighing in at about a half inch longer than all of the new super thumpers at 58.86". This class includes the YZ426, WR400, 400EXC, 520EXC and XR650R, which to a bike sport a like wheel base of about 58.3". Suzuki's DR-Z400 is the shortest of the class of 2000 with a wheelbase of 58.07". For historical reference the XR600 wins the wheelbase wars with a short length of 57.3", while KTM's LC4 models are at the other end of the spectrum at 59.5".

The two things that the Husky 610 does aptly, but not without

some effort are (surprise!) ignorant tight trail and "big air." In the tight, all those big, rotating motor components and "right now" power delivery make wrestling it through skinny trail a bit of a workout. Sure, with finesse it can be done, and at a good clip too, it's just that you had better be ready to work. Turnability is also affected by an over zealous steering stop that limits its turning radius. We've always ground down the steering stop tab in order to permit tighter turning. Being mounted on the front of the steering stem makes this an easy fix and some adjustment is possible without interference problems between the triple clamps and fuel tank or radiators. Regarding jumping, the bike's weight (about average for a big four-stroke; more than the new KTMs, comparable to the WR400, less than the XR650) and somewhat soft suspension



The 610 powerplant is the heart of the beast; all kinds of power, six gears, and an attention to detail that could qualify as pure art.

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'00 Husqvarna TE610 Specifications

Frame type	steel single beam w/alloy subframe
Wheelbase	58.86"
Seat Height	34.84"
Tires	Michelin Enduro Comp III
Tire size (front/rear)	90/90-21; 140/80-18
Suspension travel (front/rear)	11.2"/12.6"
Fork	45mm Marzocchi USD
Fork spring rate	4.2 N/mm
Fork oil level	70 mm
Shock spring rate	5.8 kg/mm
Recommended rear sag	100mm (cold); 95mm (warm)
Brakes	Brembo
Minimum Ground Clearance	14.49"
Claimed Weight (dry)	259.7 lb
Fuel Tank Capacity	9.1 liters
Suggested Retail Price	\$6299
Engine	liquid cooled, single cyl. 4-stroke
Head configuration	SOHC driving four valves
Lubrication	wet sump w/ oil pump
Oil capacity	1.6 liters
Displacement	576cc
Bore/stroke	98mm x 76.4mm
Ignition	CDI w/variable digital advance
Transmission	6 speed
Final Drive	14/48
Chain	DID 520 O-ring
Carburetor	40mm Dell'Orto w/acc. pump
Stock jetting	
High Speed Jet (Main)	175
Low Speed Jet	62
Starter jet	60
Needle Jet	264AB
Jet needle/clip position	K32/3
Slide	40/3
Idle mixture screw position	2 turns out

made possible by the new exhaust system really contributes to a lighter, more nimble feeling ride in the trail.

Odds and Ends

Common Brembo braking components proved more than up to the task of hauling down the 610 at all speeds. A recurring complaint of the rear Brembo setup, touchiness, isn't evident with a bike of this size. Brake feel and longevity were good. If you're riding a new Husky, be sure to check and keep an eye on the rear brake rotor mounting bolts, as the ones on our test bike were insufficiently tightened at the factory. Loose, neglected fasteners here could trash a hub—we fortunately caught ours before this occurred..

Speaking of problem fasteners, we've had problems with the brake pedal mounting bolt on many late model Huskys backing out and is another thing that should be watched or perhaps even pre-empted with thread locking compound. The enduro kit that is supplied with the U.S. TE610 includes the trick Molsoft rear tail lamp lens that is a great "legalizer." However, there isn't a real clean (read: flat) mounting spot for it on the new rear fender. We ended up installing an Acerbis tail light/fender extension instead.

What it all comes down to is that Husqvarna's got a winner on its hands with the TE610. While it might not get all of the attention of recent super thumper introductions by Yamaha, KTM and Suzuki, the fact is that these Huskys could in some ways be considered the mother of the recent four-stroke explosion. As a matter of record, the Husky 610 has been bringing home four-stroke championships for more than a decade. So far



One of the best 2k improvements is the single exhaust, which allowed slimming of the body work, making the 610 much slimmer and easier to control.

components are at odds with abrupt landings. Again, stiffer springs would help here, although even so equipped we doubt that it will ever be really agile in the air. However the thinner seat and rear body work

as we can see, the year 2000 models are more than capable of continuing that tradition. ↑

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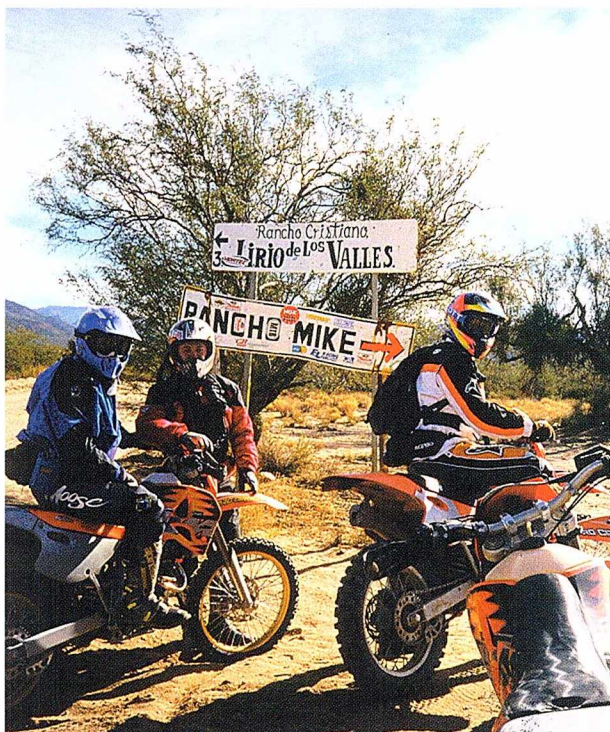
BAJA WEEKEND

You're a dirt biker? Then you have to ride in Baja some day....

Senor, goggles por favor!" I hesitated, and then took off my goggles and my helmet and handed them over to Santana, one of the guides who sprayed them with an anti-static, then wiped them clean. This ritual occurred every time we stopped for fuel, refills or lunch. It is just part of the attention to detail that we slowly realized was the daily Chris Haines' Baja Tours format when he takes you into his back yard to ride in the dirt. That back yard is the Baja California peninsula section of northern Mexico.

The dirt was as fine as flour in the dry lake bed known as Lago Diablo (Devil's Lake). We were 11 bikes strong, barreling along the vast expanse of Diablo sometimes 9 bikes wide with incredible grins on our faces. It is difficult to describe the feeling of euphoria flying along at 60 mph with 4 guys on your right and 4 on your left, with everyone focused on the straight-ahead and with no change in elevation in any direction. About the only way to follow in these giant dust balls was to stay right next to the leader. It did not take long to figure out that this was the highlight of the trip, keeping up with Chris and Santana, the desert racers. Both men finished high in the rankings in the annual Baja 1000 Desert Classic.

Our group settled into a simple pecking order as the "Orange Squad" of KTMs picked their way through ranch access roads, which



On the road to Rancho Mike. Mike's Sky Ranch has been a northern Baja destination for years, and it's a real dirt bike haven in the middle of nowhere. Lots of good riding there and on the way, though.

had the ability to make the explanations simple and clear. He and Chris kept every one upright and steady. This outing was designed to give all levels of experienced riders a chance to ride in the dirt in the wide-open places, experience the deserts, the Pacific coast, and all the mountains in between. The tallest mountain in Baja is over 10,000 feet. When compared to sea level, 45 miles to the east in the Sea of Cortez or the ocean 50 miles to the west, it makes for lots of hilly mountain trails, foothill paths and miles long whoop-de-do sections.

This is some of the most challenging riding in North America, with incredible variety of terrain and geography. We were constantly reminded of where we were with all the cacti that we gingerly avoided. Tom, who rides in hare scrambles in the New England region every weekend, brushed his shoulder against one of the Sorro cacti and was filled with spines. Ouch! We had to extract them with a pair of pliers, as nature designs them with microscopic barbs to stay in place. The next day he had a big rash on the same shoulder.

After his third soft fall in the sand, Jeff complained that he couldn't catch his breath. We sat him down—he was hot, exhausted and dehydrated. A cold bottle of water and some shade did the trick. Joe had him move his kidney belt from his waist up under his armpits and made it as tight as possible. It is the ideal "boonies" treatment for a bruised rib. After 20 minutes, Jeff got up, kicked the bike back to life and continued to catch up to the rest of the group.

The path meandered up and down steep hills covered with loose rocks and shale. Both uphill and downhill had deep rain ruts that acted as King Kong tire grabbers. With good coaching, even the neophytes came through this little test unscathed. There was little time to enjoy the scenery and solitude out in the

guys. A few tried running alongside their bike while it built enough inertia so they could jump back on and catch the guy in front. It worked for them, so the technique was acceptable. The easier method was to twist your wrist and fly over the sand, not plow through it.

Only a third of the group had any experience as dirt bike riders. The rest consisted of guys who had ridden in the dirt before they ever tried paved surfaces. Two had never ridden off-road, so it was a

bit of a training mission, with Chris and Joe Barker talking everyone through their Safety and Technique Clinic. Joe, a former gold medallist and Penton factory rider in the '70s, was very patient and



On of the things you get to ride in Baja is El Diablo Dry Lake, a truly unique riding experience for most Easterners. Right: Puddle on the trail.

were laced with plenty of water crossings and long patches of deep loose sand. Oh yeah, throw in a bunch of tight turns and a few vague forks in the road in the middle of all this sand and the men and boys start to get separated. Lots of soft landings and tired



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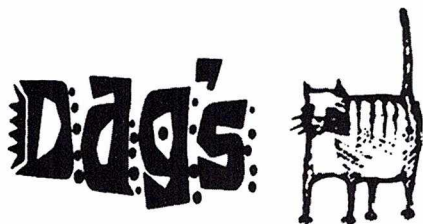


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desert, as we really had to focus and read the road. The novices quickly learned to stand up on the foot pegs for very long periods of time. Great riding, great landscape and plenty of challenge; to say nothing of the dirt and grit in our mouths.

By 1:00 p.m. everyone was ready for a rest. Time to give those calf muscles a break. At the end of our long morning dodging ruts, rocks and miles of sandy wash, a cold drink seemed like a great idea. What we first saw seemed like a mirage in the middle of the desert: Chris Haines and his Baja Tours' staff had set up a big portable awning with a table and folding chairs in the middle of a clearing. Obviously they had taken the road into the site while we were beating ourselves up riding on part of the Baja 1000 race route. It was an incredible sight—fantastic healthy food with baskets of fresh bananas, pears, apples and oranges. There were loaves of fresh bread with sliced turkey breast, ham and cheese with an abundance of Gatorade, Snapple and fruit juices. The highlight of all this civilized treatment was the blue 5-gallon jug sitting on a milk crate with a squeeze bottle of soap and a dozen white hand towels. Damn - wash your hands, get the grime off our faces and eat with clean hands...what a concept!!

While we were drinking and eating, Ricardo put on his shop apron and began to refill all the bikes. The 400cc and 600cc bikes got gas, while the 200s, 250s and 300s were topped off with 2-stroke premix. It was also during this that I realized that Santana and Darren were performing goggles and bike clean-ups. Man, these guys were like a well-oiled Indy pit crew! Everyone had a job and jumped to it at every stop. The magician who kept all the balls in the air was Frankie, Chris's right hand man. This team puts in a long four days followed by three days back home, doing maintenance from the previous weekend and preparing for the following weekend.

After lunch, we screamed across a wide, desolate flat with everyone in a pattern that reminded me of Canadian geese flying in formation. Anything to avoid all those clouds of dust. As soon as we began our first foray into the dirt just east of Ensenada, Chris and Santana managed the distance between us by sending us off 30 seconds apart. Santana literally had his watch out and dropped his arm every time it was time for the next rider to take off. What we discovered very quickly was that as you catch up to the guy in front of you, his plume of dirt swallowed you up. You could tell at our lunch break those who were most competitive, as they were the ones covered in dirt. The only part of them with anything resembling clean was where their goggles had protected their eyes. I slowed down and waited for the dust to settle because I knew that our overnight stop in San Felipe was still at least two hours away, and I wanted to get there in one piece. For this gang, a cold beer, a hot shower, a massage and a big steak were all they were dreaming about. And that was exactly how we ended our first day in Baja.

After breakfast, we left our beachfront hotel on the Sea of Cortez and headed back into the desert, continuing west up into the mountains we rode past the day before. Our destination was legendary Mike's Sky Ranch—the ranch that we have all read about anytime a story about the Baja 1000 or desert riding south of the border is published. The trail bends and undulates on rocky boulder-covered hard pack. These were true mountain twisties; lots of time up on the pegs with rest periods in the sandy straights. If you didn't keep the power on, you would bog down. Just sit way back and give it more throttle. As remote as we were, we did see a few cattle ranches during our afternoon ascent.

Everyone squirmed through the last few downhill endings at a wide water crossing. Charles stopped to take pictures of people going through the water, throwing up big sprays. Evidently, I had been too controlled riding through the first time. "Would you please go back to the other side and come back with lots of speed and water?" Man, did I get wet! Even the inside top of my helmet was soaked. Hey, I got rid of a day's worth of dirt - only now it was mud! This great spray took place at the entry to Rancho Mike, a good 40 miles from the nearest civilization. Tradition has it that as each rider arrives, you squeeze through the entrance foyer on your bike and park under a canopy facing the swimming pool. We sat around the pool and inhaled a few well-earned, cold ones while other riders arrived every 10 to 15 minutes, in groups of twos and threes. By the time our group had settled in and polished off many beers, the patio around the pool now contained almost 30 bikes, the majority being KTMs and Honda XR600Rs. Clearly, these were the bikes of choice. By the way, while we were unwinding, Chris and his crew began the daily ritual of cleaning each air box and re-lubing our chains.

Mike is a big burly man about 60 years old who lives in Tijuana. He drives down every weekend bring supplies and food for his weekend guests. His father built the ranch in the late 1960s as a horseback and fishing lodge, but the off-road car and bike crowd changed all of that. At \$45.00 per person double occupancy it is not cheap, but when you think of what it takes to run this oasis high up in the Baja hills you can appreciate the effort and value. Dinner was a simple affair—as people arrived, Mike asked you if you wanted chicken or beef.

Once the sun set, it got chilly, even south of the border. It is the mountains after all! Mike had a giant

Getting There—In Style

Lotus Tours has organized 15 international tour operators into a global alliance network, called Moto Global to provide riders world wide with a series of choices for motorcycle adventures in exotic corners of the globe. The Alliance partners are composed of both street tours and off road adventures similar to the Baja dirt story described in the accompanying piece. Their off road adventures include Morocco in North Africa; Madagascar in southern Africa; Borneo and Laos in S.E. Asia and a ride in the deserts of Peru up to the 14,000 ft. Andes of South America. (Trail Rider, Aug. '98 & Motorcyclist, Feb. '00).

Diane Fitzgerald, Lotus Tours president, reports that their Tibet trip is really an adventure expedition as the entire route from Katmandu to Lhasa, Tibet is off road. They have to be prepared for the eventuality of road closures due to floods and land slides. The staff is prepared with tents, sleeping bags, a cook and food as part of a back up plan. Small local inns are the scheduled stops along the way. The highlights of this "Roof of the World" tour is that they will be in the Himalayas and must cross 3 passes at almost 17,000 ft.

Tourmeister Burt Richmond indicates that their Baja partner, Chris Haines runs weekend trips every Thursday from San Diego. Several times each season, they run week long off road trips from Ensenada to Cabo St. Lucas, followed by a north bound leg back to Ensenada and San Diego. To reserve a spot on one of the upcoming trips or information about "Where in the World to Ride", contact Lotus Tours at (312) 951-0031, fax (312) 951-7313 or via e-mail: lotustours@juno.com. You can also check them out at their web site: www.lotustours.com.

diesel generator running until 10:00 p.m. There were at least 30 riders crowded in to the bar watching—what else?—SpeedVision on satellite television featuring desert racing, trucks, dune buggies and bikes, in the Baja 1000!

Dinner was served in the cookhouse at long tables, served family style, but a waitress brought our chick-

en or beef selections to the table. Platters of refried beans, fresh tortillas and salsa kept coming until everyone was stuffed. Candy bars for dessert gave us a little sugar rush to end the day. If logs can sleep, then we all slept like logs that night.

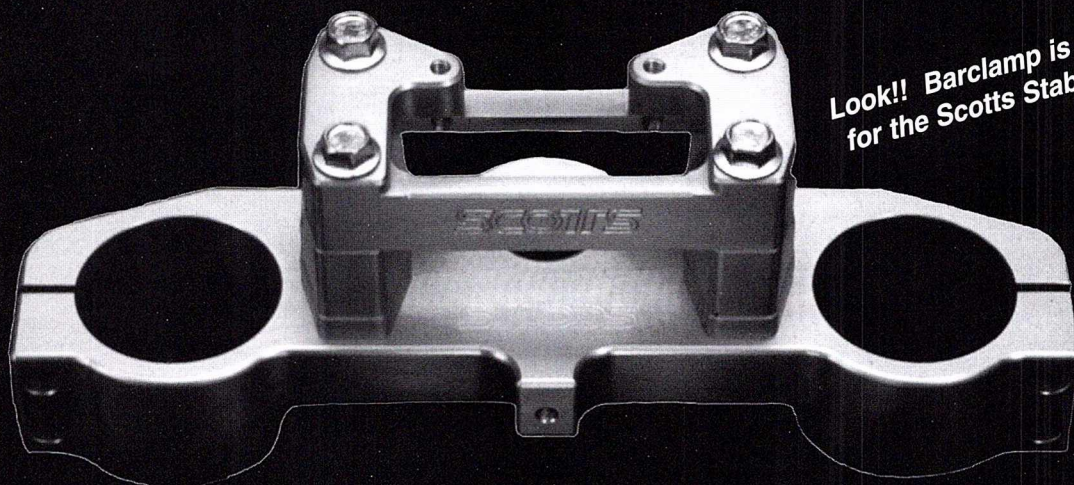
Breakfast at Mike's was the perfect starter after a frosty night in the mountains—the best heuvsos rancheros, eggs, tortillas, refried beans and hot coffee you could imagine. As soon as the sun was up, the temperature jumped about 20 degrees. We suited up and headed west across the mountain ridges with the pounding surf of the Pacific our destination goal for the day. By 11:00 a.m. we dropped almost 6,000 feet in elevation. Once again, the giant cacti were part of the landscape, along with those sandy bogs. Back on the pegs to glide through those tricky sections. By noon we were dicing the bluffs and gravel roads above the ocean. Ensenada was near as we started to see more habitation. We drove through small villages and subsistence farmland. Tough way to earn a livelihood in this land of sand and cactus.

We had a sumptuous high quality late lunch at a picnic area just south of Ensenada, complete with toilets and a place to wash off the day's dirt. The last stretch north was on a paved road where we sprinted, like horses at the end of the day headed for the barn. Chris had arranged for rooms back at the hotel so we could get out of our riding gear and shower before heading to Tijuana and the airport in San Diego. Joe had a big cactus blossom stuck in the top of his boot. Whoops, he got too close to one of those prickly devils!

We had three and a half great days out in the desert with good friends and challenging riding. Even the insomniacs got a few good night's rest on this trip. Can't wait to get away again to Mexico! Hey Chris, we will be back. Ole! ⬆

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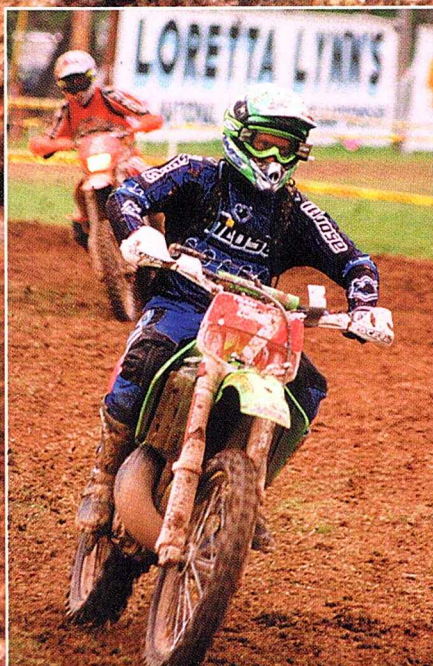
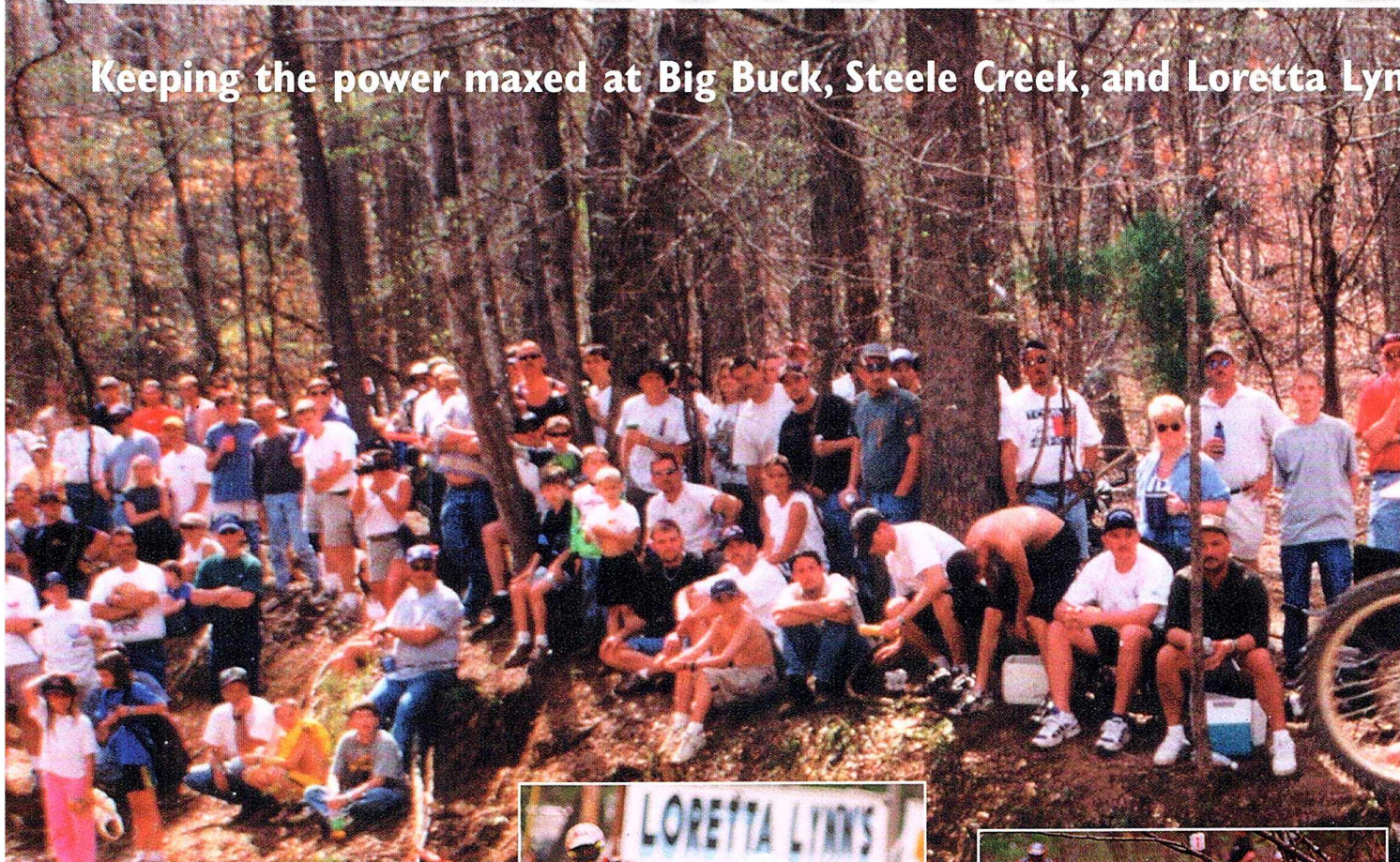
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MAXIMUM WATT

Keeping the power maxed at Big Buck, Steele Creek, and Loretta Lynn's



Background photo: No hurry, no worries as Shane Watts clears the creek jump at Big Buck. From Left: Doug and Heidi on the line, Paul Edmondson leading Watts at Loretta Lynn's, Mike Lafferty on the SX400 joins thumper pilots Kiedrowski (30) and Summers (19), the Pro Pits and tech inspection at Loretta Lynn's.

AGE



Big Buck

Round 3, Cross Anchor, SC 3/26

The Big Buck, round three of the GNCC series, was a tight woody course for the most part. It was fairly warm and somewhat dusty, since this was the first round where we haven't seen spring rain, except for drought-stricken Florida. I got fired up and borrowed Mike Lafferty's enduro bike, the same one he'd just won the Georgia round of the national enduro series on, the week before. Entered in the morning Sportsman class, I rode around and learned a valuable lesson: If I borrow Mike's bike again, I have to bring my own springs. He sets his bike up so stiff! It's the same as I used to experience on Kevin Hines' bikes. These guys set them up super-stiff so they can survive hitting practically anything. I didn't finish all the laps, but I thanked Mike and made a note to see my dentist to have all my fillings put back in.

The bad part of racing the morning race is not getting to watch Heidi Landon roost around the course. Heidi is, of course, Trail Rider's favorite Women's class rider, since she comes from this neck of the woods. She's also quite easy on the eyes, and an absolute terror on her Husky 125. I'm glad I start on the first row, while she starts at the back, so I don't have to suffer the humiliation of having her pass me. Still, she did pass me at this race, while I was sucking down water and shooting the breeze with Lafferty. Heidi zoomed through and scored another class win, temporarily traveling without her pit crew and fiancé Doug, while he works on healing a broken ankle.

Scott Summers made his racing debut for the season at Big Buck, riding an immaculately prepared Honda XR250 that had been "grown" to about 320cc. "This is my first race back, I've only been testing this bike since Tuesday," Scott said, while limping to his motel room on Friday night. "I can't walk, but I can ride! My plan is to take it easy and finish, get some training in, and get a feel for the bike. It's going to be a long road back." He wasn't in the lead when he came across the creek jump at Big Buck, but he was the only rider the crowd of spectators cheered for, and they cheered loudly.

The big boy race was eagerly anticipated, and KTM's Shane Watts was up to his old tricks again. He spent his time this day running with the lead pack and waiting until late in the race to make his move. On the fifth lap he moved to the front and proceeded to increase the pace, knocking a minute off the time he'd set the lap before. It

was just too much for the pack to respond to, and Watts went on to claim his second overall win of this young season, this time on a KTM 250MXC.

Steve Hatch, who had controlled the race up until that point, had his own misfortune in a very embarrassing place. The best spectator point on the course was a high speed creek jump back in the woods. It was wild looking to the spectators and a little more tricky than it looked, as Hatch found out when he flipped and bailed while chasing Watts on lap five. While he was sorting himself out Paul Edmondson got by, and once ahead of Hatch Edmondson never backed off, chasing after Watts but just far enough out to fall off of the lead pace. The three finished in that order, with Edmondson down 1:13 and Hatch 1:54 at the finish. Yamaha teammates Barry Hawk and Randy Hawkins filled out the top five.

Hatch took the holeshot off the line, but Suzuki teammate Rodney Smith got out in front for a good part of the lap before following Hatch through the barrels just three seconds behind. The lead trio on this first lap included KTM's Mike Lafferty, who was railing through the final open section of the course, dicing with the Suzuki riders and looking his strongest yet, obviously still on a high from overruling the Georgia round of the AMA National Enduro series the weekend before. Watts was very close in fourth, just seconds down, but the order was set to change drastically, starting on lap two, when Hatch would set his fastest time of the day at 25:30.

The three came out of the pits and into the fastest section of the course, a dry and dusty two-track that the bravest could fly on. Hatch and Smith were swapping the lead with "Junior" Lafferty close behind, and when they ducked back into the trees the trouble started for Smith. "I hit a tree out on the course, and somehow hooked my thump and twisted it back," Smith told track announcer John Ayers after stopping late in the race. "It hurt really bad and I thought I could tough it out, but towards the end I just couldn't hold on any more." It didn't help his luck to suffer the crash on Hatch's fastest lap, and his time lost knocked him down to eighth place. Smith continued to set good lap times, but nowhere near the pace of Hatch and the rest of the front runners, and he finally came in to get it iced down after the fifth lap.

Lafferty had settled back into fifth place by this time, still very close to the lead group, when his trouble hit. "I



Steve Hatch stayed clean up to this point at Steele Creek. Fast Eddy moves into the lead.



Joel Dengler is the lone Husky rider in the GNCC Pro ranks, and always riding in the top ten.

don't know what I hit," he said later on, "all I know is I smacked something hard, probably a tree, and that knocked me off the line and the next thing I knew I was cartwheeling through the woods." He came into his pit on the third lap and tried to tape up a bleeding hand while mechanic Alan Randt beat his handguard back into shape with a sledge hammer. His bike was missing the headlight shell and the right side of the handlebars were pointing to the sky. Lafferty held onto eighth place with rising lap times until he also couldn't hold on, and dropped out after the fifth lap.

While all this was going on, Kawasaki's Fred Andrews was holding down fourth place, looking for room to make his move, when his bad luck decided to call. Andrews was setting up to pass a lapper on lap number four, when a rock kicked up by the rider in

front sailed back and slammed into Andrews' head, just above his left eye, knocking him off the bike and out cold for a few seconds. He came back into the pits holding a mechanics' towel over his eye, and immediately went off looking for medical attention.

With Andrews out of the way Yamaha's Barry Hawk moved into fourth place for good, off the lead pace but riding a good race in his position. He was followed into the finish by teammate Randy Hawkins, booming around the track on the big YZ426. The fastest lap of the day went to Paul Edmondson, who finished the first lap in a lowly tenth place, and then put his head down on the second lap to clock a 25:09 and move all the way up to second place. "I feel much more confident on the Kawasaki," he said, "like it fits me better. It's a very stable bike and good to go fast on." Big Buck was his second second-place finish of this sea-

son, and we expect to see a lot more of him on the podium.

Summers had a little clutch trouble with his new bike, and lost enough time to get lapped by winner Watts right at the finish line. Summers immediately jumped around Watts and said "Score me first!" The move took the operator of the bar code scanner by surprise—GNCC scorers are not used to riders wanting to ride an extra lap. After a few seconds to understand the situation he complied with Summers' request, and Summers went off to complete his last lap while Watts sprayed the champagne.

Rounding out the top ten were Jason Raines (Yam) in sixth, Mike Kiedrowski on Suzuki's new DRZ400 in seventh, Robbie Jenks (Yam) in eighth, Doug Blackwell (Yam) in ninth, and Joel Dengler (Hus) in tenth.

Steele Creek

Round 4, Morganton, NC 4/2

Paul Edmondson once again proved he's the "King Mudder of the world," according to track announcer John Ayers, by taking the overall win at round four of the GNCC series. His win today in muddy, rainy conditions breaks a dry spell of nearly three years. "Being from England these conditions really kind of suit me," Edmondson said about the course. "It reminds me of Boyers in '97 when it was really muddy. And I should remember that, I haven't won since then!" Edmondson is sponsored by Team Green, Moose Offroad, Pro Circuit and Smith Goggles.

Myself, sponsored by people who don't even know me, drove down to North Carolina for a change and actually took a bike I knew with me. Saturday was dry and dusty, for the most part, but not surprisingly it

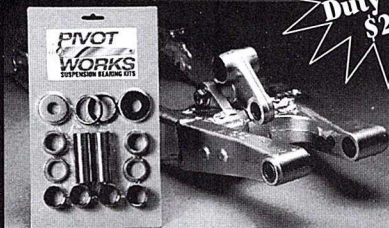


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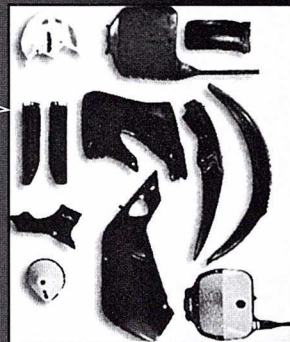
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rained on Saturday night, changing everything. Jeff Russell and his crew were up early in the morning re-routing a course that had been hammered by the ATVs, and trying to find ways to avoid the new mud and suddenly flowing streams. Well, there wouldn't be a lot of dust, but what I saw of the course on Saturday was all roots, so I hemmed and hawed for most of the morning before finally getting my gear on in the last ten minutes before the start.

I'm glad I did. The course was very muddy and slippery, but it was a ton of fun other than that. Russell had re-routed a great course that, though short at eight miles, had a sampling of every kind of terrain. My favorite were the uphill, including one that was like climbing on Velcro. There were also some downhill gullies that were wonderfully treacherous, and with the rain coming down it reminded me of the old Blackwater 100. It was so cool! The only bad part was that Women's class racer Heidi didn't share my enthusiasm for the course, after she overcooked a downhill while in the lead, pegged a tree and went down the rest of the hill on her stomach. Ouch! She still got up and finished fourth.

Her enthusiasm may have also been dampened by having her Suburban blow its transmission on the way down. She and her travel partners had to jump in with Pat Timothy and his dad and leave the wagon in Harrisonville, Virginia, to get it fixed. More about this later.

In the big race of the day, an elated "Fast Eddie" Edmondson took the top spot on the podium but he wasn't the first rider across the line. A quick decision to re-route the course around a treacherous, bottle-necked uphill at the start of the second lap sent Shane Watts and everyone behind him down while a few of the Pro class riders went up, causing a slight amount of confusion but not enough to stop the racing. At the end of that lap KTM's Watts came out into the lead, with Yamaha's Barry Hawk right on his tail, and they stayed that way until the last lap. In the end it was Watts taking the checkers to learn that Edmondson, who was closing fast, was given a two minute time adjustment to make up for the advantage Watts and the rest had at the re-route. Edmondson came in well within that two minute grace, followed soon after by Hawk, and that's the way they finished.

"I don't know what happened," said Edmondson at the finish, "I was leading and my teammate Fred Andrews was behind me, and all of a sudden I came upon Jimmy Jarrett. Apparently I went from first to fourteenth. I don't really know what happened, I just kept getting good support from my mechanics, and they just kept saying 'keep pushin', keep pushin'!" and that's exactly what I did."

Nearly the same words were echoed by Shane Watts. "I didn't have a clue what was going on, actually. I came up on a hill, and I saw Jeff Russell there saying 'go down, go down!'" and I thought 'Well, I'm going to do what he says, he's the boss.' So I went down, and come around at the end of the lap and I'm in first position. I thought 'What's going on now?' but obviously those other three guys had gone up to the top and I figured the organizers would figure it out by the end of the race."

Misfortune was rife in the mud, though, with a number of riders dropping out after minor mistakes causing major problems. Suzuki's Rodney Smith, defending champion of the GNCC series, was the most obvious victim. Smith stuck his foot in a hole and tore a quad muscle on the first lap, dropping out of the scoring immediately. Randy Hawkins (Yam) had a top ten start on his big YZ426 thumper but then took the loooong step on the fourth lap, pulling a groin muscle in the process. KTM's Mike Lafferty was circulating

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Seven time GNCC ATV champ Barry Hawk is riding in the motorcycle Pro class this year and doing really well. He's due to win an overall soon.

strong in the top ten when his master link decided to part company with his chain, and Joel Dengler (Suz) wound up seizing a connecting rod late in the race.

Filling out the top ten were Jim Jarrett (Suz), and Doug Blackwell (Yam), both riding strong and looking like they were having fun in the slippery riding. Finishing eighth was New England's Josh McLevy (KTM), breaking into the top ten for the first time this

(Continued on page 38)

Big Buck GNCC Pro

1. Shane Watts KTM
2. Paul Edmondson KAW
3. Steve Hatch SUZ
4. Barry E Hawk Jr YAM
5. Randy Hawkins YAM
6. Jason Raines YAM
7. Mike Kiedrowski SUZ
8. Robbie Jenks YAM
9. Doug Blackwell YAM
10. Joel Dengler HUS

Open A

1. Michael Grizzle HSB
2. Jeff Vealey KTM
3. Dave Gunn HON
4. Jeff Murgel YAM
5. James Mcree KTM

250 A

1. Chuck Woodford KAW
2. Aaron Kopp SUZ
3. Brad Hamrick YAM
4. Richard Lafferty KTM
5. Daniel Beck GAS

200 A

1. Cole Calkins KAW
2. Tommy Veator KTM
3. William Gilleland KTM
4. Joshua Knapp KAW
5. John Rentschler KTM

Four Stroke A

1. Mike Decherd YAM
2. Darius Lattea YAM
3. Vance Earl SUZ
4. Ronald Johnson HON
5. Curt Wilcox SUZ

Vet A

1. Steve McSwain KAW
2. Jan Hrehor KTM
3. Jeffrey Hursh YAM
4. Dennis Decker KTM

5. Richard Burbick Senior A

1. Tim Shephard YAM
2. Keith Rodgers KAW
3. Mark Smith KTM
4. Jeff Bonasera KAW
5. Barry Crone YAM

Open B

1. David Wolfe KTM
2. Lon Buysman KTM
3. Heath Henderson KTM
4. John Karcz KTM
5. Skip Crews KTM

250 B

1. Brian Wright KAW
2. Ryan Wuebbeling YAM
3. Blair Jackson KTM
4. Ernest Noffz KAW
5. Gary Fridley SUZ

200 B

1. Brian Melik KAW
2. Anthony Glasso SUZ
3. Scott Watkins KAW
4. Chris Kile KAW
5. Michael Faulk SUZ

Four Stroke B

1. Timmy Luckadoo SUZ
2. Bryan Muscavitch SUZ
3. Steven Prokupek YAM
4. Robert Collins HON
5. James Sparrow SUZ

Vet B

1. Gerald Greene YAM
2. Steve Henson KTM
3. Thomas Derby SUZ
4. Russell Bain HON
5. Todd Temple KTM

Senior B

1. Mark Mihalik KAW
2. Richard Hicks KAW
3. Andrew Wells HON

4. Benjamin Smith Mini Jr

1. Thad Duvall KAW
2. Scott McClure KAW
3. Derek Pitzer KAW
4. Alex McRee KAW
5. Andrew Yates KAW

Mini Int.

1. D R Atwood KAW
2. Joshua Gaitten KAW
3. Charles Mullins KAW
4. Cody Calkins KAW
5. Robby Towery KAW

Mini Sr.

1. Bryan Happle KAW
2. Travis Green KAW
3. Justin Dyke KAW
4. Sean McClure KAW
5. Wallace Palmer SUZ

SETRA 100+

1. Bryan Henson KTM
2. Michael Teeter KTM
3. Andrew Kendrick KTM
4. Josh Mero KAW
5. Joshua Garrison SUZ

Sportsman

1. Alan Randt KTM
2. Randy Richardson KAW
3. Chad Lough SUZ
4. Doug Whitmer YAM
5. Paul Clipper KTM

Super Senior

1. Terry Mealer YAM
2. Wayne Beatty YAM
3. Jimmy Lynch KTM
4. Jimmy Ford GAS
5. Robert Brendle KTM

200 C

1. Daniel Dabbs KTM
2. Luke Durham KTM

3. Joshua Whisnant KAW

4. Eric Noel KAW
5. Bryan Henson KTM

250 C

1. Roger Guthrie HON
2. Mark Davenport HON
3. Matthew Pressley KTM
4. Joseph Derryberry KAW
5. Bill Hart KTM

Open C

1. Scott Presnell HON
2. Daniel Sampson HON
3. John Blackman KTM
4. Ricky Doores YAM
5. Steve Stansel KAW

Four Stroke C

1. Henry Turner YAM
2. Robert Mielke YAM
3. Travis Collins YAM
4. Allen Young HON
5. Chris Clark YAM

Vet C

1. Darin Ekis KTM
2. Shane Sexton KAW
3. Bob Gregg KTM
4. James Van Atta YAM
5. Marc Eckard KTM

Senior C

1. Donnie Kirby KTM
2. Mark Willman SUZ
3. Charlie Johnson YAM
4. John Boblin KTM
5. Danny Burkhalter KTM

Women

1. Heidi Landon HUS
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3. Jennifer Shultz YAM
4. Bonnie Hamrick YAM
5. Deborah Broderick YAM

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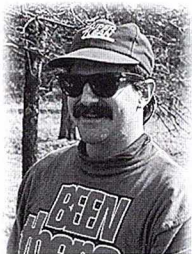
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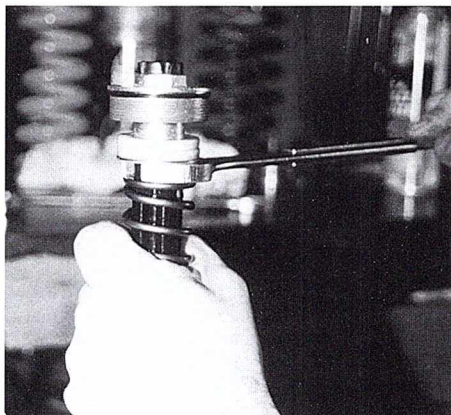
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Motorcycle Maintenance 101: Changing Fork Springs

Okay, so you've decided that a change in fork spring rate is essential to your two-wheeled well being. Perhaps the stiff stock springs on your motocrosser are deflecting off of every rock north of the Mason-Dixon line. Or maybe that winter girth just won't seem to go away and your fork bottoms out on anything larger than an ant hill. Either way, changing a fork spring is a relatively simple task that can be accomplished by just about any mechanic wanna-be. Replacement fork springs are relatively easily had, most motorcycle manufacturers offering alternative springs for just about any competition machine through their dealer network. Additionally, a plethora of aftermarket springs may be purchased through you local dealer or just about any suspension tuner. Replacement fork springs usually cost about \$75-\$100.

To begin you'll need to remove the fork from the bike. In reality, you could change the fork spring with the forks mounted up, by removing the handlebar, but lessons learned find this significantly more complicated. To remove the fork, everything will need to be stripped off the front end. Begin by unbolting the front wheel and removing the disk guard where applicable.




All forks are slightly different, but all cartridge forks fix the fork cap to the top of the damper rod, holding the spring and providing spring preload. When you remove the cap from the damper rod the spring comes off.



Disconnect the front caliper from the fork leg, while leaving it attached to the brake hose. Remove the headlight or front number plate. Now we're ready to loosen the triple clamp pinch bolts. Before you do that, first make note of the fork position in triple

clamp. Loosen the top triple clamp first. Before untightening the lower triple clamp, break free the fork cap a quarter turn or so. Fork caps shouldn't be cinched down tight, however, many times you'll find them that way. Don't remove the fork caps yet. Finish



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With the cap off the damper rod drops down, and you can simply slide the spring out of the fork tube.

by loosening the lower pinch bolts and sliding the fork tube out of the triple clamp. Sometimes a little sprayed-on lubricant, like WD40, helps the fork tubes slide out of the triple clamps easier.

Begin work by securing a fork leg in a vise, taking care where you clamp. I usually clamp on the heavy bosses on the bottom of the fork where the axle passes through. Protect the clamping area from damage using wooden blocks, heavy cardboard or rags. Next, bleed any compressed air out of the forks through the fork cap bleeder screw (or Shrader valve). This is absolutely essential prior to fork disassembly for obvious safety reasons. Next, unscrew the fork cap. On older, non cartridge forks, the spring may be simply

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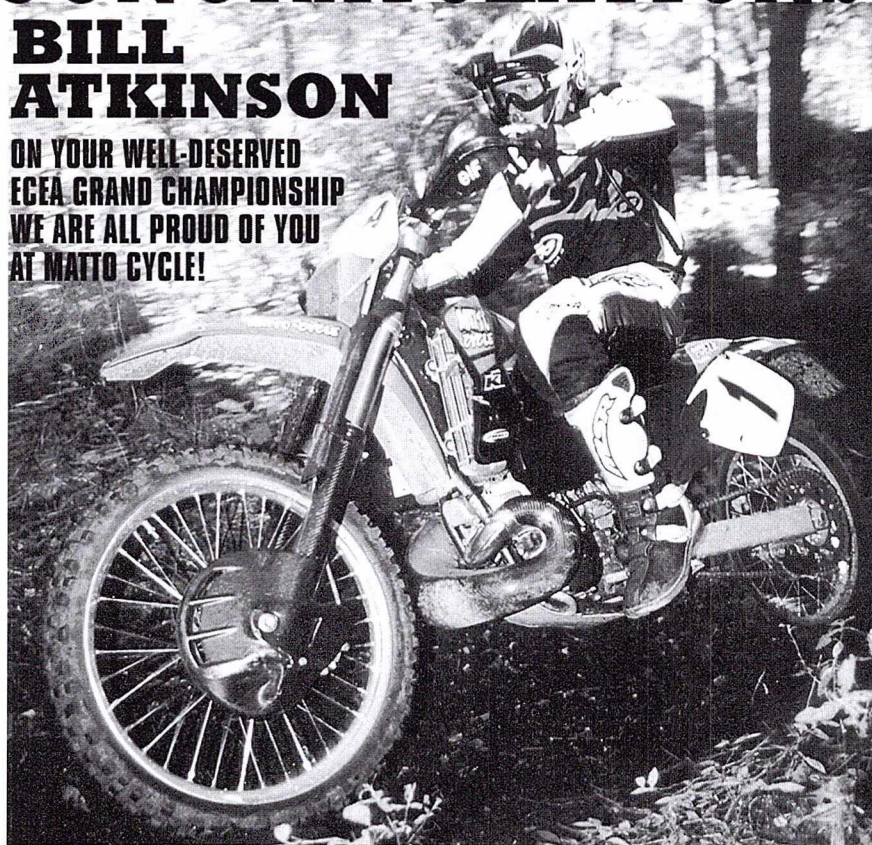
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lifted out after the fork cap is removed. On more up-to-date cartridge forks, you'll need to push the fork slider down to expose the cartridge and damper rod. The fork spring is secured between the fork cap and the damper cartridge, with the damper rod running down the center. The damping rod screws into the fork cap, secured by a wide square lock nut. With one wrench on the fork cap, use another to get between the spring coils and to loosen this nut. With the locking nut loosened, the fork cap can now be unscrewed from the damping rod.

Once the cap is detached from the damping rod, the rod will slide down (compress), and the spring may be removed. Pay attention to the configuration of washers and spacers on the top and bottom of the spring, so as to prevent confusion during reassembly. Spacers here determine fork spring preload, which might have to be readjusted during reassembly. If you're planning on refreshing the fork oil at this time, beware of any spacers or washers that align the bottom of the spring and are likely to fall out when the oil is dumped.

Measure the free (uncompressed) length of your old spring and compare that to the new spring as well as the specifications in your owners manual. Ensure that whatever spring that is going back into the fork is within the tolerance for spring free length. If the new spring has a different free length, then an adjustment of the fork spring preload will be necessary. Some forks simply use spacers in order to adjust preload. Others permit adjustment by varying how far the damper rod screws into the fork cap—check yours and make sure you're setting your preload right. The damper rod must be tightened against the fork cap, if it's not adjustable you'll use spacers to vary the preload. Generally, spacers are a macro adjustment, while the damper rod position is more of a fine tuning adjustment.

While holding the damper rod in its fully extended position, drop the new fork spring over it and down into the fork. This can be tricky, as the damper rod will always slide down whenever it's not being held up. Stack any spacers and washers on top of the fork spring, then screw on the fork cap.

To set the preload, screw the fork cap down onto the damper rod until it just contacts the top of the spring and take a length measurement. This is your zero point. From here, screw down the fork cap (again, on the damper rod), until it compresses the fork spring an additional 5mm (or whatever your desired preload is). In our experience 5mm, give or take, is the prescribed fork spring preload that works best. Depending upon what you're trying to accomplish, this may vary. If for some reason you're unable to attain the proper preload at this point then you'll need to adjust your spring spacers one way or another. With the spring preload properly adjusted, back the square lock nut up against the fork cap and cinch the two together. To complete the project, screw the fork cap into the upper slider and hand tighten. Replace the fork and reassemble the front end.

Related projects:

1. Replace fork oil: If you're disassembling your fork, it's almost silly not to freshen the oil. It also gives the opportunity to experiment with different fork oil viscosities.

2. Adjust fork oil height (air chamber size): The amount of oil in the fork controls the air chamber size, which acts as an auxiliary spring as the fork nears full compression. A higher height provides additional anti-bottoming protection.

3. Replace fork seals: This is a considerably more involved job, however, having the fork off the bike is half the job. ↑

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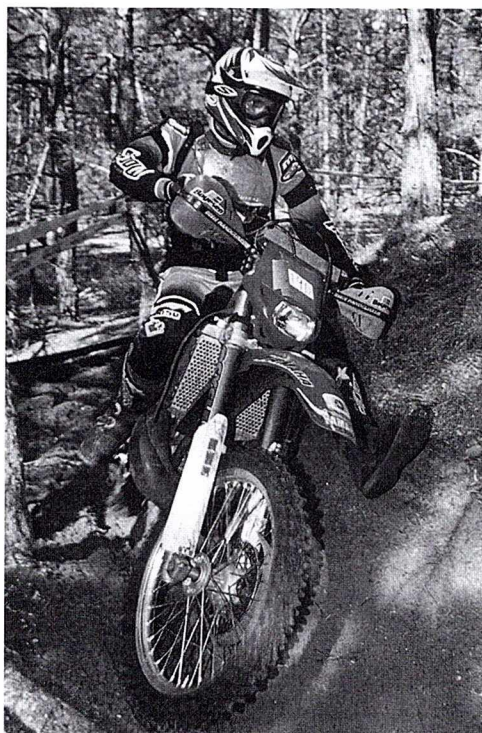
Curly Fern Enduro

Round #1, Atsion, NJ 3/19

The ECEA's season opener kicked off on a day that couldn't have been better for an enduro. Fairly clear skies and dry weather was a blessing compared to what might have happened this time of year. It's not uncommon for snow and freezing weather, as everyone found out at ECEA's round three, but for this day Mother Nature cooperated and the South Jersey Enduro Riders had a fine day for their run.

The course was constructed of mostly firecuts and narrow sand roads tucked into a corner of the State Forest that no other club uses. For this reason the Curly Fern trails are always in fairly good shape overall. The ground was soft this year, though, due to rain storms earlier in the week, and rows beyond minute 25 found a course that was decidedly chopped up. Or was it the general lack of conditioning we all suffered from, after a long winter's layoff? Whatever it was, everyone got a good workout by the end of the day. And, there was a big turnout on hand, with 334 entrants and 282 finishers.

Memorable spectating was available at the afternoon "mini-Bertino's" mudhole. Since the club wasn't running their famous Bertino's Swamp section this year, a quarter-mile long woods road crossing a formidable swamp was hooked into the course. Using



Jamie Wright built on good top finishes last season to take the overall at the Curly Fern.

the overall positions. Coming out of the A 250 class, Valley Forge Trail Riders' Jamie Wright stomped all over the competition with a ten-point loss on his Yamaha 250. Wright, who is sponsored by B&B, Moose Offroad, C-Cycle, Boyesen, Twin-Air, Bridgestone, Smith, IMS, FMF and Cycra, scored his important victories at the check-out to the first tough section, check three, where he scored a five point loss, and at the last check, check 13, where he pulled in with a zero. Wright, riding on minute 31, was not the only rider who zeroed the last check, but every one of the AA class riders did drop a point there. His five point loss at the end of the first section was not unusual among the faster riders; where Wright made it up was in consistency—all the rest of his competition made one critical mistake at a check here and there, usually a burn, and Wright stayed on his game all day. Good ride!

Following Wright up with 11-point rides were A 125 rider Jeff Botsford (Yam) and A Senior class rider Terry Tucker. Both came in with a two-point cushion over the second place finishers in the class. Their secret? Just like Wright, ride smart and avoid burning checks when things get easy. Botsford came out of the woods just six seconds sooner than Tucker, and on that qualification took the High Point A award.

Jason Campbell, on a Yamaha 250, took the High

Point B award by virtue of a 16 point score. It was a close battle for the B overall though, Campbell was only 17 seconds quicker than Todd Fenton (KTM) of the B Veteran class. Third overall B honors went to Phil Cassot (Hon) also from the B 250 class. The C High Point was the exclusive prize of James Earley, Jr., who dropped 28 points over the shortened C course on his Kawasaki. KTM rider Tim Serinese was the runner-up in the C class, followed by C Veteran rider Ray Gamacho (KTM).

Overall, the South Jersey Enduro Riders did a great job. They had to scramble at the last minute to replace a section of trail nixed by the Rangers, even though it was a trail approved for last year's enduro. Go figure. The loss of one section basically went unnoticed by the riders; this was enough workout for the first run of the year. Scoring was over fairly quickly, and by the end of the day it was plain that the 2000 ECEA season had officially begun!

Sandy Lane Enduro

Round #2 Greenbank, NJ 3/26

Former ECEA enduro champ Fred Hoess (Hus) proved that he's still the man to beat anytime he lines up to race, forging a two point margin of victory in an otherwise tightly contested Sandy Lane enduro. The Husqvarna factory-sponsored Hoess posted a six, besting a pair of eight point cards turned in by runner-ups Chris Smith (Suz) and Jack Lafferty, Jr. (Suz). Hoess and other top riders managed to zero all but two of the day's tests. Hoess, riding a WR125, earned the victory by carding two at the first (check 6) and four in the second (check 10).

The Sandy Lane Enduro is hosted by the Meteor



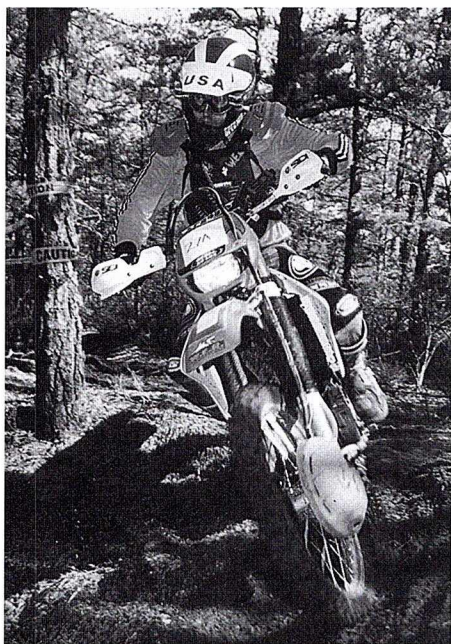
After seeing this spectator point, we'd have to suggest that it's a good idea to avoid any standing water at the Curly Fern.

your head it was no trouble, however there were some deep holes down the center of the road dug by 4WD trucks, some taped-off since they came close to four feet deep! The road rutted up quickly, and many overzealous riders had the bad luck to endo as their front wheels disappeared into bottomless black holes.

The AA class was caught napping this day, without a doubt. Mike McHale (KTM) put in the best ride in that class, with a 12 point loss, but rather than leading all the riders the AA class took a far back seat in



Fred Hoess waves his front wheel, on his way to the Grand Champion trophy at the Sandy Lane.



Chris Smith is healthy and riding the wheels off of a Suzuki DRZ this year—second O.A. at Sandy Lane.

MC, arguably the nation's oldest and most renowned off-road rider's club. This year's Sandy Lane event was something like their gazillionth enduro, and, of course, it was another classic. Mother nature cooperated in spades, hatching a beautiful day with mid-40s keytime temps that warmed up to 60 plus degrees later in the day. Skies were sunny with breezy winds that made for idyllic riding conditions. No doubt the

Meteor event is run in about the best terrain the New Jersey pine barrens have to offer, with a course trimmed and tuned to Enduro of the Year potential. Club trail bosses ensured that all riders would get their money's worth, avoiding mud, water and other stopper-type obstacles which plague lesser events.

At the check-out to the later section, check ten, Hoess posted the only four point score, smoking the competition with 244 e-points. A DR400 mounted Chris Smith (second overall) was closest, narrowly missing a four at 5-278, just 8 seconds into the minute. Jack Lafferty Jr. (third overall) and a handful of other top competitors posted sixes at the check-out. Throughout the day, a brisk pace served to keep riders moving and the blood flowing while there were plenty of aptly placed resets just in case anybody ran into trouble, allowing even the greenest novice rider the ability to get back on time. Given this type of lay-

out and coupled with the awesome weather conditions, it was no surprise that rider turnout was huge (some four hundred entering) and the individual fun factor meter riding high.

When all was said and done, Hoess claimed the Grand Champion's trophy on the merit of a six point card, making it look easy for the umpteenth time. Rounding out the podium were the eight point scores of Chris Smith and Jack Jr., Smith getting the nod on e-points to claim second overall honors, Jack Jr. taking third. AA rider Craig Shenigo (KTM) posted the only nine point card for fourth overall seeding, just a shade off the pace. In a battle for High Point A honors, a pair of Yamaha riders, Steven Larkin and Mike Bradway, each turned in ten point scores. Veteran class rider Larkin (fifth overall) claimed the prize on tie breaking seconds, while Bradway's runner-up status earned him a first place trophy in the hotly contested

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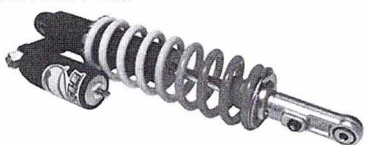
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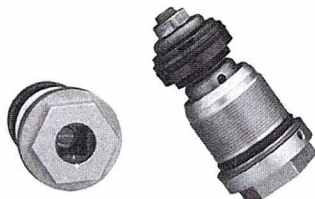
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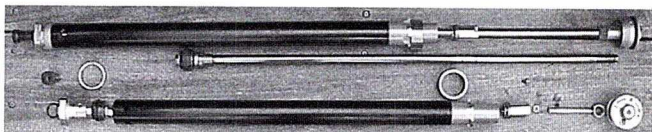
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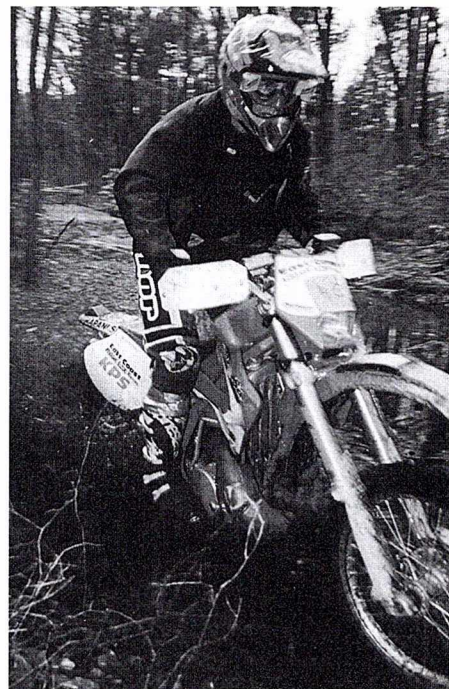
Curly Fern Enduro		5. Rod White, Jr	KTM 17	1. Jason Campbell	Yam 16	3. Jeffrey Weiss	Kaw 45
Jamie Wright	Yam 10	A Four Stroke		2. Phil Cassot	Hon 17	4. David Vanaltvorst	Kaw 46
Grand Champion		1. Lewis Smith Jr	Hon 14	3. Mike Melniczuk	KTM 18	5. Clayton Vieni	Kaw 46
Jeff Botsford	Yam 11	2. Rob Comber	Yam 18	4. Jarrod Johns	KTM 19	C250	
High Point A		3. Darren Russell	Yam 21	5. Jeff Potts	Hon 20	1. James Earley	Kaw 28
Jason Campbell	Yam 16	4. Todd Lockard	Kaw 30	B Open		2. Chris Endres	KTM 37
High Point B		5. Bill Geiger	Hon 32	1. Scott Tellone	KTM 23	3. Pat Kough	KTM 43
James Earley, Jr.	Kaw 28	A Veteran		2. Tom Blasscyk	KTM 25	4. Jason Spayde	Hon 45
High Point C		1. Steven Larkin	Yam 14	3. Eric Aaroe	KTM 25	5. Robert Converse	KTM 48
AA		2. Eric Koeller	Hus 14	4. Trevor Davies	KTM 26	C Open	
1. Mike Mchale	KTM 12	3. Todd Reder	Hus 14	5. M. Christiansen	KTM 28	1. Thomas Seaman	KTM 37
2. Frank Vanaman	KTM 12	4. Steve Aretz	Hon 16	B Four Stroke		2. Michael Ufferfilge	KTM 40
3. Craig Shenigo	KTM 12	5. Mike Beeler	KTM 16	1. Mark Perry	Hon 18	3. Eric Johnson	Hon 72
4. Jack Lafferty, Jr	Suz 13	A Senior		2. Mark Schleeweis	Hon 18	4. Joseph Smith	KTM 83
5. Mark Hummel	Hus 14	1. Terry Tucker	Kaw 11	3. Jim Helyer	Hon 29	5. Scott Lander	KTM 93
A125		2. J. Gunselman	Yam 13	4. Darren Goff	Yam 30	C Four Stroke	
1. Jeffrey Botsford	Yam 11	3. Scott Snyder	Yam 17	5. James Paul	Yam 32	1. Steven Foster	Hon 46
2. Bob Solomon	KTM 13	4. W. Fontanazza	Yam 18	B Veteran		2. Mark Davis	Hon 50
3. Randy Sowa	Hus 15	5. Charles Sullivan	Hon 19	1. Todd Fenton	KTM 16	3. Don Harbin	Hon 54
4. Daniel Stoppi, Jr	Yam 16	A Super Senior		2. Jeffery Brown	Kaw 18	4. Nick Spurduto	KTM 66
5. Mark Roll	Yam 16	1. S. Wolfersberger	Hus 20	3. William Gilmore	Kaw 19	5. Tom Nicholson	Hon 69
A200		2. Craig Burfield	Kaw 21	4. Layne Foulk	Kaw 21	C Veteran	
1. Jeff Johns	Kaw 12	3. Jack Lafferty, Sr.	KTM 23	5. Mike Graham	Suz 24	1. Ray Gamacho	KTM 32
2. Bill Gilbert	Kaw 12	4. Rich Tompkins	KTM 29	B Senior		2. Karl Wills	Hon 48
3. Todd Quinn	KTM 17	5. George Clickner	Kaw 34	1. Stephen Seip	Kaw 20	3. Richard Johnson	Kaw 49
4. Tim Shepps	Kaw 18	B125		2. Jack Lewis	KTM 23	4. Mikel Cerrachio	Kaw 49
5. Paul Bitting	Kaw 18	1. Daniel Carper	KTM 20	3. David Van Pelt	Kaw 24	5. Chris White	Kaw 52
A250		2. Steve Brown	Yam 21	4. Tom Schanne	KTM 26	Women	
1. Jamie Wright	Yam 10	3. Robert Trout	Yam 25	5. Jay Ringer	Hon 27	1. Kathi Campbell	Kaw 45
2. Michael Bradway	Yam 12	4. Alan Bopp	Hus 29	B Super Senior		2. Evelyn Sullivan	Kaw 144
3. Steve Pfeffer	Kaw 16	5. Kevin Kamuca	Kaw 44	1. Jack Lurtsema	KTM 41	Dual Sport	
4. Drew Smith	Gas 16	B200		2. Steve Hyde	Hon 48	1. Anthony Desantis	Yam127
5. Jeff Moyer	KTM 17	1. G. Mamounis	KTM 18	3. J. Melniczuk Jr	KTM 60	2. Randy Rauhut	Yam130
A Open		2. George Potts	Kaw 21	4. G. Bergami	Kaw 68	Masters	
1. Jeff Pritchard	KTM 12	3. Frank Messina	KTM 24	5. Tim Stibitz	Kaw 83	1. Joseph Galie	KTM 57
2. Martin Graver	KTM 16	4. Mario Depalma	KTM 24	C200		2. Farrell Lord	Kaw 59
3. Stacey Clark	Yam 16	5. Robert Bogle	Gas 25	1. Tim Serinese	KTM 31	3. Dan Van Driel	KTM 63
4. James Bowen	TM 16	B250		2. Frank Wilson	KTM 40	4. Robert Schmidt	KTM 77

A 250 class. AA riders Mark Hummel (Hus) and Frank Vanaman (KTM) finished seventh and eighth overall, turning in 11 and 12 point tallies, respectively. Senior class rider Terry Tucker (Kaw) also carded a 12, breaking into the top ten with a ninth overall.

In intermediate class action a pair of Honda pilots topped the day's finishers, CR250 rider Phil Cassot earning the High Point B with a 19 point card. XR 400 jock Mark Perry was runner-up at 22 points down. The novice class also saw two riders square off for top billing, each with 36 point scores. Ron Callahan (RM125) edged out Frank Wilson (KTM200) to earn high point C honors. Rounding out the day's top fin-

ishers, Farrell Lord pick up from where he left off in '99, claiming the Masters class win with a 38 card while Kathi Cambell continued to chalk up Women's class victories with a 54.

Afterward, riders coming in at the known control couldn't help but gush about the course. Many cited the scenic and well trimmed south Jersey trails with hardly a whoop-de-doo to be found. Amazingly, the course held up so well that even riders on later rows raved about course conditions. Said one novice rider, "We post-entered Sunday morning and were apprehensive about drawing row 77. However, this turned out to be just the ticket as the course was just chock



Good reason to avoid the Senior A class: Terry Tucker won Senior A at Curly Fern, and third overall! Below: Jeff Botsford won High Point A at the Fern.



full of sandy berms waiting to be roosted."

Unlike some other clubs, the Meteor guys did an outstanding job of routing around any of the few puddles on the course. We heard one rider brag, "I hardly got my tires wet all day long." All in all, it's hard to imagine a more well thought-out and organized event than the Sandy Lane. All aspects of the event were run with the acute efficiency that we've come to expect from Meteor MC. Signup on Saturday and Sunday morning was a breeze, with an army of courteous and helpful club personnel ready to serve. Even post-entries zipped through signup without delay. Gun club cuisine, among the best on the circuit, was sizzling all day long, every ready to feed the hungry hoards. Additionally, the club's decision to make use of a new parking area located some ways down the road from the gun club eliminated a potentially dangerous situation and substantially reduced congestion around the gun club itself, easing access for club members working the event. A speedy posting of results and passing

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out of the substantial spread of huge trophies, plaques and donated contingencies capped off a fine day, and no one went home without a smile on their face. How could it be any other way? ↑

Sandy Lane Enduro			3. James Earley, Jr	Kaw 28
Class Results			4. Carmen Tino	Kaw 30
Fred Hoess	Hus 6		5. Dennis Reilly	KTM 31
Grand Champion			B Open	
Steven Larkin	Yam 10		1. Scott Tellone	KTM 24
High Point A			2. Eric Aaroe	KTM 29
Phil Cassot	Hon 19		3. Tom Blasscyk	KTM 31
High Point B			4. Trevor Davies	KTM 37
Ron Callahan	Suz 36		5. M. Christiansen	KTM 41
High Point C			B Four Stroke	
AA			1. Mark Perry	Hon 22
1. Chris Smith	Suz 8		2. Jim Tevis	Hon 27
2. Jack Lafferty, Jr	Suz 8		3. Mark Schleeweis	Hon 28
3. Craig Shenigo	KTM 9		4. Rober Barr	KTM 30
4. Mark Hummel	Hus 11		5. Jim Helyer	Hon 31
5. Frank Vanaman	KTM 12		B Veteran	
A125			1. Marco Dottavio	Hon 23
1. Bob Solomon	KTM 13		2. Brian Sworen	Kaw 26
2. Jeffrey Botsford	Yam 13		3. Mike Graham	Hon 26
3. Brian Corden	Suz 15		4. John Trendler	Kaw 27
4. Mike Sigety	Yam 15		5. Mike Muckelston	Kaw 33
5. Pat Emmons	KTM 17		B Senior	
A200			1. David Van Pelt	Kaw 34
1. Robert Mohn	Kaw 13		2. Dave Velenger	Hon 35
2. Paul Bitting	Kaw 13		3. Kevin Koch	KTM 37
3. Todd Quinn	KTM 17		4. Brent Bush	KTM 38
4. Peter Wright	KTM 26		5. Joseph Terry	Yam 39
5. Dave Mealing	KTM 28		B Super Senior	
A250			1. Michael Larson	Yam 58
1. Michael Bradway	Yam 10		2. Larry Macintyre	Yam 75
2. Jamie Wright	Yam 13		3. Karl Lagus	Hon 81
3. Jeff Moyer	KTM 13		4. G. Bergami	Kaw 120
4. Ed Hamilton	KTM 18		5. Roy Howard	Yam 124
5. Mike Tavani	Gas 18		C200	
A Open			1. Ron Callahan Jr	Suz 36
1. J. Landvater Jr	KTM 17		2. Frank Wilson	KTM 36
2. Marty Graver	KTM 17		3. Roger Wood Jr	Kaw 50
3. Tim Gallagher	Hus 19		4. Jeffrey Weiss	Kaw 51
4. Rod White, Jr	KTM 20		5. Mike Sinclair	KTM 52
5. Steve Guers	KTM 20		C250	
A Four Stroke			1. Paul Tillberg	KTM 54
1. Richard Shirk, Jr	Yam 13		2. Jay McCauslin	63
2. T. Coopersmith	Yam 15		3. Brian Donovan	Yam 64
3. Lewis Smith Jr	Hon 16		4. Robert Converse	KTM 65
4. Darren Russell	Yam 27		5. Pete May	Yam 73
5. Doug Van Horn	Hon 35		C Open	
A Veteran			1. Wayne Rockkind	KTM 70
1. Steven Larkin	Yam 10		2. Michael Ofsanko	KTM 71
2. Eric Koeller	Hus 14		3. Scott Lander	KTM 87
3. Richard Moyer	ATK 14		4. Glenn Plokhoy	KTM 119
4. Michael Dolecer	Yam 17		5. Joseph Caudell	KTM 132
5. Todd Reder	Hus 17		C Four Stroke	
A Senior			1. Steven Foster	Hon 54
1. Terry Tucker	Kaw 12		2. Mark Davis	Hon 62
2. Jim Gunselman	Yam 13		3. Jim Belsky	Suz 77
3. Kevin Kuenzner	KTM 20		4. Robert Chapman	Hon 86
4. John Roeske	Kaw 20		5. Robert Roy	Hon 96
5. Jeff Rosenberg	Yam 23		C Veteran	
A Super Senior			1. Ray Gamacho	KTM 45
1. Jack Lafferty, Sr	KTM 22		2. Bill Horseman	KTM 48
2. S. Wolfersberger	KTM 23		3. Glenn Nagy	KTM 49
3. Craig Burfield	Kaw 27		4. Chris White	Kaw 53
4. Rich Tompkins	KTM 40		5. Scott Brown	Kaw 57
5. Peter Parlett	Hon 42		Women	
B125			1. Kathi Campbell	Kaw 54
1. Dannie Carper	KTM 24		2. Merle Compton	KTM 167
2. Joe Cartwright	Hon 27		3. Patricia Blair	Suz 385
3. Robert Trout Jr	Yam 30		Dual Sport	
4. Steve Brown	Yam 33		1. Steve Vollers	Suz 104
5. Alan Bopp	Hus 42		2. Dan Pirrallo	Suz 104
B200			3. Neal Whitney	Suz 106
1. William Hess	Kaw 25		4. Tom Vollers	Suz 135
2. Sean Kinley	Gas 29		5. Wesley Prais	ATK 151
3. Mario Depalma	KTM 29		Masters	
4. Charles Bays	Kaw 32		1. Farrell Lord	Kaw 38
5. Roy Harrell	KTM 36		2. Joseph Galie	KTM 73
B250			3. Sal Crocevern	Hus 149
1. Phil Cassot	Hon 19		4. Robert Hoover	Hon 165
2. M. Melniczuk	KTM 26		5. Dan Van Driel	KTM 176

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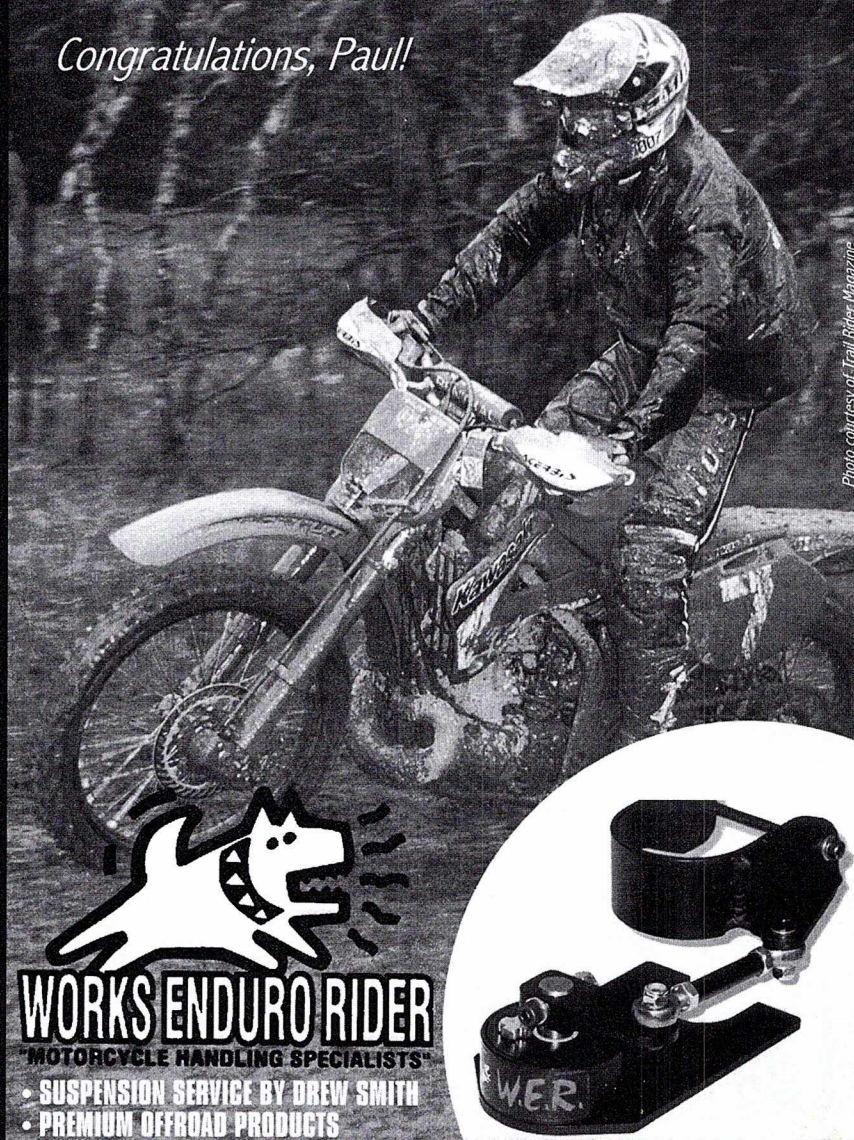


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Alligator Enduro

(From page 17)

each, Grizzle, Fredette, Ambrosini, and Gravitt all dropped five. By the gas, dust, heat and the tough trail had begun to take its toll, and riders were dropping out.

The third section came after a nice mile or so ride down pavement. A restart took riders into the fastest section of the day. Whooped out palmetto fields, some really fun trail through the pines with areas that looked like dried up swamp, complete with cypress stumps. It was here that Hawkins won the race, he dropped a three while Lafferty went four. "I saw them flip the card and I think I went an 07, Randy was about 6 or 7 seconds on the other side of his minute. I knew that was it," said Lafferty. Another short reset then some connecting trail led to the final section of the day. It was short, right at 3.5 miles long. The thing is, it was tight. Stop and go through the pines tight. Then into overgrown palmetto fields where you couldn't see the ground. Hawkins, Lafferty, Ambrosini, Fredette and Grizzle all dropped four points. Brewer and Gravitt both dropped five.

After the check, 15 miles of trail was left to get back to the start. The checkers at this last check said the race was over. Most AA's felt a bit uneasy about it, considering all the trail that was left and they stayed on the gas. "I was just cruising along, thinking everything was over and we would be riding roads back. Then we got into some new trail, then more trail and I was farther and farther behind. I started thinking somebody messed up or it was a trick. I picked up the pace and by the time I got back to the start I was back on time. But the race really was over at the last check. I just couldn't see blowing everything at the end," said fifth place finisher Mike Grizzle.

Alligator Enduro

Randy Hawkins 14

Overall Champion

AA

1. Mike Lafferty 15
2. Mike Grizzle 17
3. Ashley Brewer 17

200A

1. Eric Kingery 26
2. Shawn Mason 28
3. Travis Hayes 29
4. Robert Hadlak 30

250A

1. Don Baxley 23
2. John Roth 23
3. Paul Bolvin 23
4. Tod Morian 25

Open A

1. Mike Hines 26
2. Joey Rowland 27
3. Mark Atkins 34

Four Stroke A

1. Scott Miller 25
2. Curt Wilcox 25
3. Donnie Brewer 28

Vet A

1. Doug Deaton 23
2. Lee Daley 25
3. Johnny Simkins 26
4. Kim Watson 27

Senior A

1. Jeff Fredette 17
2. Terry Hughes 22
3. Bob Osborne 29
4. John Farrar 29

Super Senior A

1. Robert Neeley 25
2. Mike Shank 31
3. Mike Reynolds 31

Master A

1. John Kirby 29
2. John Watts 40
3. Frank Wortman
4. Dennis Wegner

200 B

1. Edgar Morera 33
2. Brian Morgan 37
3. Carl Baxter 39

250 B

1. Trey Wellborn 27
2. Dennis Baldwin 32
3. Ivan Hayes 35
4. Wallena Morgles 36

Open B

1. T. Brownell 30
2. Ladd Sanders 34
3. Donald Harmes 41
4. Mike Cibuls 43

Four Stroke B

1. Ari Kelford 31
2. B. J. Moretz 34
3. Aaron Major 35
4. John Harris 35

Vet B

1. David Box 31
2. Steve Kartarjian 34
3. Craig Hanger 34
4. Jose Torres 34

Senior B

1. Kenneth King 33

2. Randy Martin 37

3. Greg Tindel 38

4. David Norman 42

Super Senior B

1. Randy Faul 31
2. Charle Bridges 37
3. Rick Shipner 44

Master B

1. Ron Miller 44
2. Thomas Simeon 53
3. Carl Ivey 67

4. James Mitrowitz

Golden Masters

1. Emmett Cox 36
2. Farrell Lord 45
3. Don Thrasher 46
4. Richard Argabright 50

Women

1. Twilah Sewar 58
2. Vicki Wilcox 80

125 C

1. Ken Goode 37

200 C

1. Luke Durham 34
2. Greg Durnell 38
3. Tim Crawley 52
4. Jim Distenhaught 63

250 C

1. Adam Haskell 32
2. Kevin Green 35
3. Tony Newman 36
4. Pat Beaulé 41

Open C

1. Herman Stoll 49
2. Leo Kerscher 83

Four Stroke C

1. Kent Selkinshaw 35
2. Duanne Wellington
3. Rick Chapple 47
4. Allen Young 47

Vet C

1. Lance Ott 47
2. Mike Wright 49
3. Steve Litz 53
4. Kevin Frid 55

Senior C

1. Simon Wilson 50
2. Ken Contois 54
3. Jefferey Ware 56
4. Ray Wilson 67

Super Senior C

1. Mike Hauptkorn 57
2. William Durham 59
3. Mike Lynn 60

Master C

1. Par Brewer 54
2. Wayne Meradith 55
3. Kenny Hardee 55

Premier 75+

1. Richard Havenar 17
2. Larue Hart 104

Classic 45-74

1. Par Brewer 54
2. Wayne Meradith 55
3. Kenny Hardee 55

(bike year + age)

1. Kevin Hodge 13
2. Andy Hardin 22

Vintage 31-44

1. Randy Conkling 14

"The guys did a good job with the layout. This was one of the toughest I can remember When you come down here, you expect tough," said Hawkins. Lafferty felt the same This may not be a National, but according to one of the big factory reps, it's the third most

prominent off road race in the country. This gives Hawkins four Alligator wins, placing him second to John Penton who has won seven times. Pretty good company to keep. ↑



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JUNE 25

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APPROXIMATELY 100 MILES

KEY TIME 8:00 AM

SHORTENED COURSE FOR C, MASTERS AND WOMEN CLASSES



Location: West Greenwich Volunteer Fire Co.
Rt. #3, West Greenwich, RI
Arrowed from exit 5A -Rt. #95

REQUIREMENTS: Riders must have a valid motorcycle operator's license and registration, and a valid AMA card. All motorcycles must have a headlight, taillight, working muffler, and a firmly attached license plate. A sound test will be given at sign-up. Any motorcycle failing this test will not start. A valid ECEA or NETRA card is needed for points in either organization.

Gas Stop: In accordance with AMA rules. Drawing Date: June 10 Entries: \$40.00 Pre entry \$45.00 Post entry

Information: Brandon Lee (401) 397-9396
Bill Haas (401) 397-3076

Mail Completed Entries With Check To: Bill Haas, 1581 Ten Rod Rd., Exeter, RI 02822

Sign up: Open Saturday 3:00 PM to 7:00 PM
Open Sunday at 6:00 AM

**ONLY COMPLETED, SIGNED & PAID ENTRIES WILL BE DRAWN
DON'T CALL!! ONLY ENTRIES WITH CHECKS WILL BE DRAWN**

RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT

Date release signed: _____

Description and location of event: LITTLE RHODY NATIONAL ENDURO, WEST GREENWICH, RI. JUNE 25, 2000

I hereby give up all of my rights to sue or make any claims whatever against the American Motorcycle assoc., and its district organizations, the East Coast Enduro Assoc., the New England Trail Riders inc., the Rhody Rovers Motorcycle Club inc., the promoters, the sponsors, and all other persons and organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the premises.

I know the risks of danger to myself and my property while participating in the event and while on the event premises and am relying upon my own judgement and ability, and assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive.

Signature: I have read and understand this waiver _____

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AMA# _____ NETRA# _____ ECEA# _____ MAKE OF BIKE _____

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DISPLACEMENT CLASS 125 200 250 OPEN 4 STROKE VET SENIOR SUPER SENIOR MASTERS WOMEN

Maximum Wattage

(from page 28)



More Watts trivia: Not only is he from Australia, where they do everything upside-down from us, he's also left-handed—when he hops off to push across the road, he gets off the right side!

year, after crashing and ringing his bell the weekend before in South Carolina, ninth was Robbie Jenks (Yam) and tenth was Rodney Judson (Gas-Gas).

There were a load of Jersey area and New England people in North Carolina, and we all loaded up before dark and headed out. I was wondering how Heidi, J.D. and Jesse Berthume were going to make out, waiting in Virginia for their truck to be finished, when a radiator hose blew on my van not 40 miles from the race. I couldn't fix it so I spent the night and got it fixed at a

Steele Creek GNCC Class Results

Pro

- | | |
|--------------------|-----|
| 1. Paul Edmondson | KAW |
| 2. Shane Watts | KTM |
| 3. Barry E Hawk Jr | YAM |
| 4. Steve Hatch | SUZ |
| 5. Fred Andrews | KAW |
| 6. Jim Jarrett | SUZ |
| 7. Doug Blackwell | YAM |
| 8. Joshua McLevy | KTM |
| 9. Robbie Jenks | YAM |
| 10. Rodney Judson | GAS |

Open A

- | | |
|---------------------|-----|
| 1. Jeremy Berwanger | KTM |
| 2. Jeff Murgel | HON |
| 3. Dave Gunn | YAM |
| 4. Jeff Melik | YAM |
| 5. Mark Adkins | KTM |

250 A

- | | |
|-------------------|-----|
| 1. Chuck Woodford | KAW |
| 2. Marty Aloisio | KTM |
| 3. Ricki McAtee | SUZ |
| 4. Todd Morain | KTM |
| 5. Andy Shea | KTM |

200 A

- | | |
|----------------------|-----|
| 1. Benny Leonard | KTM |
| 2. William Gilleland | KTM |
| 3. Joshua Knapp | KAW |
| 4. Aaron Bollinger | KTM |
| 5. Aaron Johns | KAW |

Four Stroke A

- | | |
|------------------|-----|
| 1. Darius Lattea | YAM |
| 2. Curt Wilcox | SUZ |
| 3. John Oechsle | YAM |

- | | |
|--------------------|-----|
| 4. Marty Michels | HON |
| 5. Harvey Whitaker | KAW |

Vet A

- | | |
|--------------------|-----|
| 1. Steve McSwain | KAW |
| 2. Jeffrey Lauth | KAW |
| 3. Richard Burbick | GAS |
| 4. Dennis Decker | KTM |
| 5. Jim Maltba | YAM |

Senior A

- | | |
|------------------|-----|
| 1. Tim Shephard | YAM |
| 2. Keith Rodgers | KAW |
| 3. Mark Smith | KTM |
| 4. John Kealey | HON |
| 5. Mike McCarren | YAM |

Open B

- | | |
|------------------|-----|
| 1. Chad Jarvis | SUZ |
| 2. David Wolfe | KTM |
| 3. Terry Hartman | KTM |
| 4. Todd Vess | SUZ |
| 5. Kris Aldridge | KTM |

250 B

- | | |
|-------------------|-----|
| 1. Ryan Wuebeling | YAM |
| 2. Jason Jarvis | YAM |
| 3. Blair Jackson | SUZ |
| 4. Thomas Grogg | YAM |
| 5. John Shaffer | KAW |

200 B

- | | |
|-------------------|-----|
| 1. Anthony Glasso | SUZ |
| 2. Mike Mihalik | KTM |
| 3. Ryan Mayle | GAS |
| 4. Scott Watkins | KAW |
| 5. Chad Tallman | TM |

Four Stroke B

- | | |
|---------------------|-----|
| 1. Timmy Luckadoo | SUZ |
| 2. Bryan Muscavitch | SUZ |

- | | |
|------------------|-----|
| 3. Philip Sims | YAM |
| 4. Jeff Solinger | YAM |
| 5. Paul Blaner | YAM |

Vet B

- | | |
|---------------------|-----|
| 1. David Powell | YAM |
| 2. Russell Bain | HON |
| 3. Mark Good | YAM |
| 4. Syd Loveday | KTM |
| 5. Trent Bartolotti | SUZ |

Senior B

- | | |
|---------------------|-----|
| 1. Robin Miller | SUZ |
| 2. Richard Stroud | YAM |
| 3. Randall Hillegas | YAM |
| 4. Steve Cooke | KTM |
| 5. JD Hammock | KAW |

Sportsman

- | | |
|-------------------|-----|
| 1. Alan Randt | KTM |
| 2. Larry Pegram | YAM |
| 3. Paul Clipper | KTM |
| 4. Kevin Schwantz | SUZ |

Super Senior

- | | |
|-------------------|-----|
| 1. Terry Mealer | YAM |
| 2. Jimmy Ford | GAS |
| 3. Wayne Beatty | YAM |
| 4. Terry Flynn | HON |
| 5. Robert Brendle | KTM |

200 C

- | | |
|--------------------|-----|
| 1. Joshua Whisnant | KAW |
| 2. Adam Delph | HON |
| 3. Josh Powell | YAM |
| 4. Heath Lee | HUS |
| 5. Bryan Henson | KTM |

250 C

- | | |
|---------------------|-----|
| 1. Stephen Guenther | HON |
| 2. Clay Coorson | YAM |

- | | |
|----------------------|-----|
| 3. Matthew Pressley | KTM |
| 4. Scott Dillon | GAS |
| 5. Joseph Derryberry | KAW |

Open C

- | | |
|--------------------|-----|
| 1. Gary Carrier | KTM |
| 2. Shawn Remington | KAW |
| 3. Arville Adams | KAW |
| 4. Buddy Hardy | KTM |
| 5. Bart Hayes | KTM |

Four Stroke C

- | | |
|-------------------|-----|
| 1. Gary Yough | YAM |
| 2. Travis Collins | YAM |
| 3. Todd Eaton | KAW |
| 4. Henry Turner | YAM |
| 5. Tony Rion | YAM |

Vet C

- | | |
|------------------|-----|
| 1. Shannon Hayes | KTM |
| 2. David Searce | KTM |
| 3. Billy Miller | GAS |
| 4. Bob Gregg | KTM |
| 5. Gary Watkins | HON |

Senior C

- | | |
|--------------------|-----|
| 1. Mark Willman | SUZ |
| 2. Charlie Johnson | YAM |
| 3. L Steven Lewis | KTM |
| 4. Charles Cress | HON |
| 5. Elbert McNiel | KTM |

Women

- | | |
|----------------------|-----|
| 1. Jennifer Shultz | YAM |
| 2. Deborah Broderick | YAM |
| 3. Karen Nelson | SUZ |
| 4. Heidi Landon | HUS |
| 5. Jennifer Heath | KAW |

dealership next morning, and then had it break down again in Virginia, from complications of the coolant leak. It was the Bermuda Triangle! Heidi and crew had to wait until Wednesday morning to get out of there, got about an hour up the road and the transmission

lost all its fluid again. They went right back to the Aamco shop and had it replaced again, and finally got out of there on Thursday, with the transmission still dripping slightly. This story will continue....

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Ridge Riders Motorcycle Club Presents

Ridge Run 2000

A Hackettstown Community Hospital Benefit

Come on out to the 31st annual Ridge Run for a ton of fun on the most excellent trails of North Jersey!

Date: June 11, 2000. Keytime 8:00 A.M.

Start: Northern New Jersey. Take Route 80 to Route 517 North (Exit 19) for ½ mile. Follow arrows to start.

Sign-up: Open Saturday from 3:30 P.M. until dark, and on Sunday at 6:00 A.M.

Starting Position: Will be determined by a drawing on Friday, June 2, 2000. Entries received after this date will be assigned a number following all pre-entries. A & B riders attached to C riders entries will be drawn with the C riders. Confirmation of starting number and other information will be mailed following the drawing.

Requirements: All entrants must be 18 years or older. Riders will be required to sign a waiver and release at the event. License plate, motorcycle drivers license, proof of insurance, spark arrestor/muffler, headlight & taillight are required. All riders must have registration! There will be a tech inspection Sunday morning. All entrants must have a valid AMA card. All C riders and anyone riding to obtain ECEA points must have an ECEA enduro card. ECEA cards can be obtained only on Saturday, June 10, 2000. Holders of NETRA or other association cards will be issued a comparable ECEA card. New riders must check "C" class on entry. All ECEA classes will be run.

Camping: Available free at start grounds June 10 and June 11. There are no water or hookups available.

Food: Food will be offered on Saturday afternoon, with breakfast and lunch on Sunday.

Information: Call Dan Piemontesi at (973) 426-0338.

Lodging: Day's Inn (201) 347-5100 or Inn at Panther Valley (908) 852-6000. Both are 10 - 15 minutes from start.

Entry Fee: \$35 Pre-entry, \$40 Post-entry. \$2 from each entry will be donated to the Team USA ISDE fund. Make checks payable to Ridge Riders M.C. and mail entry to:

Ridge Riders M.C., c/o Eric Koeller, 115 Rt. 23 North, Hamburg, NJ 07419.

Saturday Extracurricular Activities: Junior Rider Fun Trail Ride (Escorted): 2:00 P.M.

Check out our Website: <http://www.ridgeriders.org> or link from www.ecea.org.



No pit racing whatsoever or you will be disqualified!

Land for the event is on Public and Private property for use with permission for the event day only!

Do not jeopardize future events by riding on it at any time except event day!

Release and Waiver of Liability and Indemnity Agreement Ridge Run 6/11/00

Name: _____ Age: _____
Address: _____
City: _____ State: _____ Zip: _____
Phone #:() _____
ECEA #: _____
AMA #: _____ Expires: _____
AMA Club Name: _____
Emergency Contact: _____
Emergency Phone #:() _____
Bike Make: _____ Displacement: _____
Vehicle #: _____

Check skill level and class below:

<input type="checkbox"/> AA	<input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C
<input type="checkbox"/> Senior (40+) A-B		<input type="checkbox"/> Super Senior (50+)	
<input type="checkbox"/> Four Stroke A-B-C		<input type="checkbox"/> Women	
<input type="checkbox"/> Veteran (30+) A-B-C		<input type="checkbox"/> Masters(60+)	

I hereby give up all the rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the sponsoring club of this event, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event, for any injury to property or person I may suffer, including crippling injury of death, whether such injury arises while I am preparing for or participating in the event, or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event while upon the event premises and, relying on my own judgement and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

I have read this release and agree with the terms.

Signature: _____ Date: _____

Loretta Lynn's GNCC Class Results Pro			Vet A			1. Russell Bain HON			2. Eric Stewart YAM		
1. Shane Watts	KTM		1. Steve McSwain	KAW		2. Thomas Derby	SUZ		3. Terry Deal	HON	
2. Paul Edmondson	KAW		2. Dennis Decker	KTM		3. Ruel Jones	YAM		4. Joseph Derryberry	KAW	
3. Steve Hatch	SUZ		3. Mark Guy	YAM		4. Mark Good	YAM		5. Scott Dillon	GAS	
4. Doug Blackwell	YAM		4. Tim Baker	KTM		5. Todd Temple	KTM		Open C		
5. Randy Hawkins	YAM		5. Richard Burbick	GAS		Senior B			1. Samuel Allen	GAS	
6. Brian Garrahan	KTM		Senior A			1. Mark Steen	YAM		2. Alan McJunkins	KTM	
7. Michael Lafferty	KTM		1. Tim Shephard	YAM		2. JD Hammock	KAW		3. David Gillespie	KAW	
8. Mike Kiedrowski	SUZ		2. Mark Smith	KTM		3. Richard Stroud	YAM		4. Jason Miller	SUZ	
9. Jason Raines	YAM		3. John Kealey	HON		4. Dwane Miinch	KTM		5. Jess Robeson	KTM	
10. Joel Dengler	HUS		4. Leo Schwab	GAS		5. Dan Murray	KAW		Four Stroke C		
Open A			5. Troy Schlereth	HON		Sportsman			1. Henry Turner	YAM	
1. Jeremy Berwanger	KTM		Open B			1. Alan Randt	KTM		2. Sean Dillon	YAM	
2. Dave Gunn	HON		1. Roger Little	YAM		2. Tim Tolleson	YAM		3. Gary Yough	YAM	
3. Michael Grizzle	HUS		2. David Wolfe	KTM		3. Gary Hazel	KTM		4. Ivan Thompson	HON	
4. Jeff Murgel	YAM		3. Kris Aldridge	KTM		4. Ed Tripp	HON		5. John Rye	YAM	
5. Norman Feth	YAM		4. Steve Ostergard	KAW		5. Karel Kramer	KTM		Vet C		
250 A			5. Mike Lineback	KTM		Super Senior			1. Jeff Booher	KAW	
1. Chuck Woodford	KAW		250 B			1. Jimmy Lynch	KTM		2. Darin Ekis	KTM	
2. Marty Aloisio	KTM		1. Ryan Wuebbeling	YAM		2. Harry Greenlee	YAM		3. Gary Watkins	HON	
3. Aaron Kopp	SUZ		2. Blair Jackson	SUZ		3. Frank Erbe	YAM		4. Todd Rowland	KTM	
4. Richard Lafferty	SUZ		3. Brian Wright	KAW		4. Terry Flynn	HON		5. Rodney Robertson	HON	
5. Todd Morain	KTM		4. Brian Noffz	KAW		5. Patrick Golden	KTM		Senior C		
200 A			5. Len Kapton	KTM		Super Senior B			1. Mark Willman	SUZ	
1. Cole Calkins	KAW		200 B			1. Jack Falbo	KAW		2. Thomas Eidan	SUZ	
2. Chris Gallt	KAW		1. Anthony Glasso	SUZ		2. Leon Parker	YAM		3. Jim Sorrels	KTM	
3. Joshua Knapp	KAW		2. Robert Stock	KAW		3. Glenn Adams	YAM		4. Lewis Webb	YAM	
4. John Rentschler	KTM		3. Michael Faulk	SUZ		4. Don Rye	KAW		5. Steve Brunton	YAM	
5. Denny Anderson	KTM		4. Scott Watkins	KAW		5. Gorman Smith	KTM		Women		
Four Stroke A			5. Brian Melik	KAW		200 C			1. Michele Eidan	KTM	
1. Curt Wilcox	SUZ		Four Stroke B			1. Joshua Whisnant	KAW		2. Deborah Broderick	YAM	
2. Vance Earl	SUZ		1. Bryan Muscavitch	SUZ		2. Eric Noel	KAW		Women B		
3. Mike Decherd	YAM		2. Jim Ingram	SUZ		3. Luke Stouffer	KAW		1. Jennifer Shultz	YAM	
4. Darius Lattea	YAM		3. David Dougherty	SUZ		4. William Bova	YAM		2. Karen Nelson	SUZ	
5. Harvey Whitaker	KAW		4. Mike Hanchett	YAM		5. Lucas Snell	HON		3. Heidi Landon	HUS	
			5. Jeffrey Hively	YAM		250 C			4. Bonnie Hamrick	YAM	
			Vet B			1. Brad Riley	KAW		5. Jennifer Heath	KAW	



Doug Blackwell wears the number 1n in recognition of his AMA National title, at Loretta Lynn's.

Loretta Lynn's GNCC/AMA National

Round 5, Hurricane Mills, TN 3/16

This was the first time I had been to Loretta Lynn's, and they told me they laid out the pits completely different from before. They weren't "up on the hill" anymore, but I didn't even know where the hill was, so what did it matter? The layout of the pits was compact and efficient though, just like the rest of the races. After five rounds I'm really starting to understand what is going on here, and that basically the Racer Productions staff do a great job. They need to; they're processing a lot of riders. At the North Carolina race, they had a total of 850 riders sign up, including the ATV and Junior racers on Saturday. At Loretta Lynn's, the grand total was 1120 riders! Wow. I watched the campers and trucks packing up and leaving Sunday afternoon at Loretta Lynn's, and marveled that they pulled this event off with no deaths, no births, no violence of any kind and everybody seemed pretty much happy. You can't say the same thing for Woodstock.

Among all the other sponsor-vendors at the race, Loretta Lynn's had a special treat, with John Penton there to sign copies of the just-released book written about him by Ed Youngblood. Youngblood was there as well, along with Doug Wilford of the Penton Owner's Group. It was good to see them all, and yes they did get \$40 out of me for a copy of the book and one of their cool Penton T-shirts. Well worth it to this old Penton rider, I'm certain.

The main guy who's convinced the weekend was worth it was Shane Watts, who once again scooted up to the front and stayed there, logging his third overall win of the season and padding out his points lead. After watching Watty for five races I'm still in awe of him. He seems to be able to recover from the most mediocre start and then move through the pack like he's not in a hurry, and not stop the forward push until he sees daylight in front of him. At that point he sticks to a pace that's just a skosh higher than everyone else,

and he is deadly accurate. "I followed him for most of the race last weekend," said Barry Hawk before the start, "and the main thing I realized is he makes no mistakes. Well, say he'll make one little mistake in a race, while I'll make three. And if you make a mistake behind him, you'll never see him again."

Watts was riding a 125 again this weekend, a bike he's really comfortable on, and I asked him why he would decide to switch between bikes when there was a championship at stake. "It's to keep from getting bored, mate," he told me. "Yeah, I can ride a one-two-five really well, and do good on it, but I've been doing it for years and it isn't fun. I'm not having fun unless I can challenge myself. I just have to keep the fun in it, or I get bored and don't feel like riding."

Someone who didn't have much fun was Fred Andrews, who charged out at the start and tucked in behind Teammate Paul Edmondson and proceeded to rail around the course with him, building a 50 second lead over Steve Hatch. The two Kawasaki riders were flying, doing a super human job, and then on the start of his third lap, Andrews' bike just quit. He immediately started pushing it to the pits, but the problem was a seized crank, and there was nothing they could do about it.

Meanwhile, Mike Lafferty was moving up through the pack. Lafferty entered this race on a KTM 400SX, and though he'd ridden it for a few hours on Friday, this was his first experience with a four-stroke on a race track. He went from 12th on the first lap, to fifth, then fourth, then third, and held onto third with a good cushion on the fourth lap, and then, "Man, I hit the wall. I just ran out of energy, like there was no more left. I fell in one spot and Hatch got around, so did Randy (Hawkins) and (Brian) Garrahan, and there wasn't anything I could do."

Edmondson had the lead and held onto it, but by the third lap he must have heard the knocking on the door. Watts was right behind him, just two or three seconds back, and in some places it was comical to watch them. Edmondson would come out of the woods and

then slow down casual in a couple of turns, and Watts would chill right along with him. Fast Eddy would gas it, and Watts would gas it. Finally on the fifth lap Watts eased ahead of him and started moving. It's hard to say if Watts really has a secret escape strategy or if Edmondson just decided to settle for second, but at the end of the fifth lap Watts had a 27 second lead, and at the finish he was fully a minute and six seconds ahead. How he can walk away like that in the last two laps of a tough race is one of the great mysteries of our time.

So Watts was first, Eddy was second, Hatched muscled his way to the podium again, preserving his second place points standing. Randy Hawkins moved into fourth, Brian Garrahan in fifth, and Doug Blackwell was sixth. Doug is the reigning AMA National Hare Scrambles champ, so he was running number "1n" on his number plate. Lafferty finished seventh, just a bit ahead of Suzuki's Mike Kiedrowski, ninth was Jason Raines (Yam), tenth overall was Chuck Woodford of the A 250 class riding a Kawasaki, and tenth Pro was Husky's Joel Dengler.

But you want to hear about an ordeal? Remember Heidi Landon's struggle with her Suburban on the way down to North Carolina? She said it was still leaking a little on the way to Tennessee, and believe it or not that transmission spit its guts out all over the highway once again, forcing them—boyfriend Doug was along this time—to leave it behind to be fixed once again, while they went home in a rental car. Talk about a bad weekend. Earlier Heidi had gotten a load of bad fuel, or water in her tank, and fouled a plug while leading the Women's class by a good margin, and fouled two more before finally finishing third in the class. She got a great holeshot, though.

What about all the other classes we never talk about? Russell Bain is leading the Vet B class, and he won it again at Loretta's; he's from up NETRA way. KTM's Richard Lafferty, Mike's brother, is doing well in the 250 A class, and he finished fourth this weekend. ECEA enduro champ Bill Atkinson is also in that class, riding a KTM for Matto Cycle, and he finished seventh in it. Dennis Decker, from New England, also on a KTM (sure are a lot of KTM riders around here), finished second in the Vet A class.

Lots of riders, lots of racing, and lots of stories. Tune in next month for Kentucky's round six, and round seven in Clarksburg, West Virginia. ▲



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*******DYNAMITE DIRT DAYS*******

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AMA/Suzuki National Trail Ride Series

July 15 and 16, 2000

100+ miles each day

- ***Starting area: Berkshire Fire Department, Route 38, Berkshire, New York***
- ***A Relatively easy, "Spectacular Speedsville Scenery" ride, with moderately challenging trail sections. We will make special accommodations for those who wish to opt out of the trail sections.***

• ***Entry Fee: \$80.00 for 2 days***

\$40.00 for 1 day

Passengers ride free

Pre-entry \$75.00 if received by June 15th

Entry fee includes all you can eat breakfast both days, dinner on saturday nite only, & T-shirt.

Requirements: *Knobby Tires are required to ride the trail sections

****Route Sheet holder needed to hold your route sheet.***

****Bikes must be currently licensed and able to ride legally in New York, and all riders must be licensed motorcycle operators.***

****Pre-ride inspection will be conducted, which includes a sound test.***

If your bike does not pass inspection, you cannot ride, and there is no refund.

****We do not provide medical insurance, and urge you not to operate a motorcycle without it.***

Schedule of events:

	<i>Saturday</i>	<i>Sunday</i>
<i>Registration and all you can eat breakfast.</i>	<i>8:00-9:30am</i>	<i>8:00-9:30am</i>
<i>Mandatory riders' meeting</i>	<i>9:30am</i>	<i>9:30am</i>
<i>First riders out</i>	<i>10:00am</i>	<i>10:00am</i>
<i>Last riders in</i>	<i>5:00pm</i>	<i>5:00pm</i>
<i>Barbecue dinner, all you can eat</i>	<i>5:15pm</i>	<i>_____</i>
<i>Awards and prizes fun time</i>	<i>7:00pm</i>	<i>_____</i>
<i>Registration and inspection will be open friday nite at 6:30 pm till dark</i>		

Primitive camping is available at the Berkshire Fire Department Property grounds, but it is primitive. Motels and hotels are available within a 15 to 20 mile radius in Ithaca, Owego, and Cortland, New York.

***For more information contact Glenn Purcell at 607-844-4844
or on the internet, motoglenn@aol.com***

The Hancock Chamber of Commerce, Hancock Fire Department
& The Ridge Riders Motorcycle Club Present



The 2nd Annual Hancock NY Quarry Run Two Day Dual Sport Ride



Ride With The Ridge Riders, Including ISDE And Enduro Legends Drew & Chris Smith On A
Fun Dual Sport Ride!

The Ride Will Include Ridge Rider Hare Scramble Trails!

Proceeds to Benefit the Hancock Chamber of Commerce, Hancock Fire Dept. & Community Charities

Date: July 29 & 30, 2000. Keytimes: Saturday 9:00 A.M., Sunday 8:00 A.M. Riders Meeting each day 15 min before start.
Start: Fireman's Field, Hancock, New York. Form the North, Route 17 to exit 87, follow arrows to start. From the South, Route 97 into Hancock and follow arrows to start.

Sign-up: Open Saturday from 6:00 A.M. and on Sunday at 6:00 A.M. until 9 A.M. Pre-enter by mailing entry form and check or money order for quick sign up.

Requirements: All entrants must be 18 years or older. Riders will be required to sign a waiver and release at the event. Motorcycle driver's license, valid license plate, vehicle registration, proof of insurance, spark arrestor/muffler, headlight & taillight are required. All entrants must have a valid AMA card.

Terrain: With a course laid out by legendary trail boss Jim Smith, you are guaranteed a great ride!. Saturday will be about 100 miles with a 60-mile morning loop and an optional afternoon loop. It will be a back roads and trail ride with a bit of everything, including some Hero sections. Sunday will follow much of the 100 mile loop as last year's event, will be mostly trail and should be tougher than Saturday. Trails will include pre-running Ridge Rider Hare Scramble trails. Easier trails will be available to bypass the Hero sections.

Camping: Available at start field July 28 & 29. There are no water or power hookups. Bathrooms are available. Campsite is right on the Delaware River. Come early and get a good camping site near the river.

Food and Beverage: On Saturday a \$5 food voucher will be given to use in any of the various restaurants in Hancock. On Sunday, a delicious chicken BBQ will be served at the start field after the ride. Both are included free with entry.

Information: Call Otto DeJager & Bill DeJager at (973) 697-0495 (no calls after 9:30 P.M., please). Ridge Rider website at <http://www.ridgeriders.org> (or link from www.ecea.org). Hancock website at www.hancock.net

Lodging: Capra Inn- Motel, 103 West Main Street, Hancock NY (607)637-1600; Colonial Motel, Route 97, Hancock NY (607)637-2989; Deposit Motel, Route 17, Exit 84, Deposit NY (607)467-2998; Green Acres Motel, Route 17, Hancock NY (607)467-3620; Lake Wood Lodge, Lakewood, PA (570)798-2565; Villa Como, Lake Como, PA (570)798-2761; East Branch Motel, East Branch, NY (607)363-2959; Timberline Motel, Route 17, Hancock NY (607)467-2042; The Inn at Starlight Lake, Starlight, PA (800)248-2519; Laurel Bank Motel, Oak Street, Deposit NY (607)467-2427; Scotts Oquaga Lake House, Oquaga Lake, Deposit NY (607)467-3094; Chestnut Inn, Oquaga Lake, Deposit NY (607)467-2500.

Entry Fee: \$35. Make checks payable to Ridge Riders M.C. and mail entry to:

Ridge Riders M.C., c/o Otto DeJager, 12 Winding Hollow Drive, Oakridge, N.J. 07470.

Sponsors: This Event Is Made Possible through the Generosity of Local Land Owners, Works Enduro Rider, Great Meadows, NJ & Town and Country Cycle, Hamburg, NJ, 973-875-2111.

Release and Waiver of Liability and Indemnity Agreement Quarry Run Dual Sport

Check the Date(s) You Want to Ride: 7/29 ☐ 7/30 ☐
Name: _____ Age: _____
Address: _____
City: _____ State: _____ Zip: _____
Phone #-() _____
AMA #: _____ Expires: _____
AMA Club Name: _____
Emergency Contact: _____
Emergency Phone #-() _____
Bike Make: _____ Displacement: _____
Vehicle #: _____
Signature: _____ Date: _____

I hereby give up all the rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the sponsoring club of this event, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event, for any injury to property or person I may suffer, including crippling injury of death, whether such injury arises while I am preparing for or participating in the event, or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event while upon the event premises and, relying on my own judgement and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

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2000 KTM 250EXC Moose bark busters, odo pickup, crashed and tweaked my knee. Won't be riding for 12 months, no scratches on bike, pick it up for \$4900 firm. Ken Long. (973)209-9333, or e-mail at panadbs@netscape.net.

2000 KTM 250EXC Like new, 300 miles on bike, many extras, set up nice. \$5000 firm, call (609)726-9230 eves.
1996 Honda CR125 Like new, \$2500 cash. (413)548-9507.

1998 KTM 125EXC Mass title, skid plate, Bark Busters, disc guard, race ready. \$3800, Anthony (781)762-5413.

1998 KTM 250MXC Low miles, due to broken navicular in '98. New sprockets, chain and rear wheel bearings. Needs new seat cover to be perfect. \$3000 obo. **1983 Honda Z50** Runs great, needs little to be perfect. \$600 obo. **1978 Yamaha TT500** in Knight frame, set up for ice/dirt track, runs great, any reasonable offer, will make a very fast flower planter. (914)564-8359.

1979 Kawasaki KDX400 \$400, **1972 Honda XL250** \$300, parting out **1987 CR125**, make offer. (610)369-8047.

1999 KTM 250EXC 18 hrs on bike, hourly maint.

Records, all stock, NJ title, showroom cond., \$4300.

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1996 Husaberg FE501 Very good cond., extras, upgrades, transferable 2002 warranty, \$4200. (559)215-2145 (CA)

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Our Chemist

It was one of those hot, muggy, South Jersey evenings when you can FEEL mosquitoes breeding their blood-sucking offspring. My enduro club was holding a meeting in the cool back room of a bar that was closed pending unpaid back taxes. Our main concern was payment on the electric service—to keep the air

could supply us with a BETTER two-stroke mix at a price not much more than water.

Now THAT really caught our attention. Everyone in the club wanted a sample of this marvelous product conceived by our very own, DuPont-certified, resident chemist.

At the next meeting he passed out the oil samples in

they said, will go to hell when he dies because he's certainly living in heaven here on earth and shouldn't be looking for a "double dip" when he expires.

Not a single complaint was voiced about DuPont's miracle mix during the rest of that summer and there was talk of the club buying a railroad tank car of the stuff and parking it on a siding down near Chatsworth where it would be available 24 hours a day.

Then disaster struck. In the vernacular of the time, the shi@ hit the fan! It was at the well-run Delaware Enduro in early October when we realized that DuPont had overlooked something with his marvelous two-stroke oil. Most of us were van-camping around the Delaware club house and all night long most of us crawled out of our sleeping bags to run the engine, and heater, to counteract the sudden drop in temperature. There is a fine line between dying of carbon monoxide fumes drifting past rusted floorboards and freezing to death. My personal preference was the frigid route, it doesn't burn your eyes as much.

All our motorcycles, parked outside all night, were treated to a thin sheet of clear ice on their seats in the morning. Many riders, aware of local conditions, had covered their seats with flattened pizza boxes. The Delaware enduro, then as now, took advantage of the daylight-saving time change to give everyone an additional hour of sleep. Plus, many riders driving in that morning discovered they were not late but often an hour early!

We left the start line in thick foglike mists and I couldn't help but notice, as my red-vested club members passed one by one, their blue exhaust smoke indicated they had their mix wrong.

Then, a few miles into it, my bike 'loaded up' and I couldn't clear her throat with wide open throttle. When it died I pulled the plug and saw it was oil fouled, something I hadn't seen in a long time. I also noticed that there were a LOT of riders in red vests kneeling alongside motorcycles both ahead and behind me. DuPont's super, wonderful—and cheap—oil mix went out of suspension at lower temperatures!s!

That guy was lucky that he wasn't LYNCHED that afternoon.

I wonder whatever happened to him?

—Ed Hertfelder

Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Like to have a list of Hertfelder columns from 1986? Ask nice with a S.A.S.E. to Ed's ranch at P.O. Box 17564, Tucson, AZ 85731; or E-mail to duct-tapes@yahoo.com. ♣

"Rich Trader ordered a fifty-five gallon drum of the stuff and asked DuPont to see if he could get it PIPED DIRECT to his garage, because Trader used more two-stroke oil than the rest of the club combined."

conditioning and lights on..

No refreshments were allowed to be sold, so we hauled in our own in coolers someone had borrowed. They were stenciled: HUMAN ORGANS DO NOT DELAY. My guess was that they belonged to a Camden hospital that did quite a bit of organ swapping.

In both directions.

Especially on weekends.

At our table was a new member about to be voted in, as this was his third meeting. The vote was unanimous to accept and we marked the occasion by letting the new member buy the next pitcher of beer. In fact, he was so nervous about the voting process that he had already bought the LAST pitcher in an attempt to ease the tension.

As was our custom, the new applicant had been asked to leave the room as the votes were cast then called back to accept during a smart round of applause which I noticed, because of the film of perspiration on our hands, was a bit louder than normal.

I whispered to him as he sat next to me, "It was CLOSE, but we got you in," with a sweep of my arm to indicate that our table had slanted the vote in his favor.

This long hot summer was during the time when EVERYBODY was running a two-stroke, and the next 'point of order' our president put up for discussion was over the benefits, versus the cost effectiveness, of brand S oil and brand B, which was widely touted by one of our members—who, we suspected, was the East Coast distributor for the stuff..

Jumping more or less full face into the oil discussion, our new member stunned us when he declared that he alone, in the entire DuPont chemical company, knew more about chemistry than Merlin, more about lubrication than the girls in a Shanghai cat house, and that his knowledge of the internal combustion engine was on the same level as Rudolph Diesel.

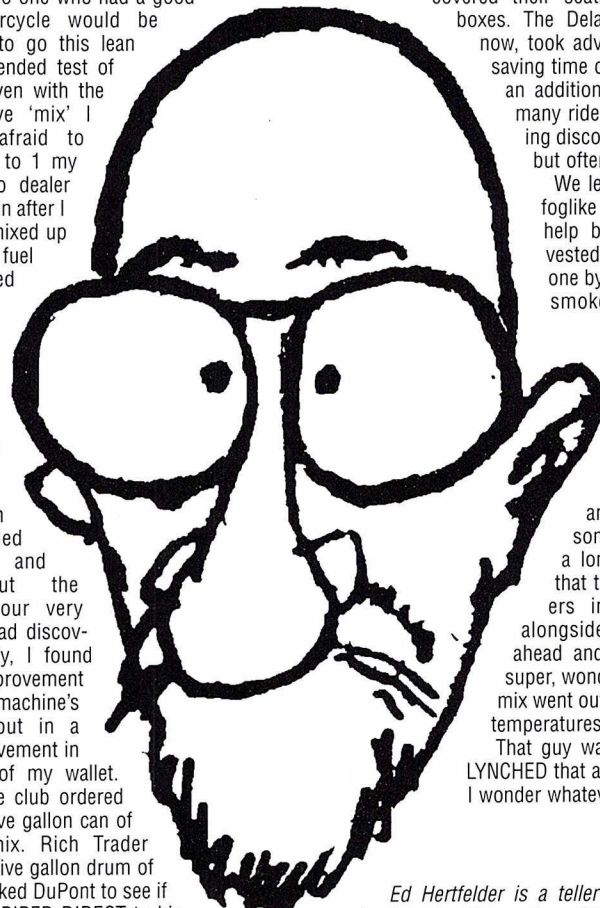
Someone christened the new member "DuPont," and that was all he was ever called as long as he was around.

The oil discussion soon disintegrated to a shouting match between our 'franchisee' and "DuPont," and the consensus was that the two-stroke oil cartel were taking us to the cleaners. Claiming to have ties to all the refineries around Philadelphia, DuPont told us he

35-millimeter film containers, which are leakproof unless you step on the things. He suggested a 64 to 1 mix ratio, but no one who had a good running motorcycle would be crazy enough to go this lean without an extended test of his product. Even with the most expensive 'mix' I was always afraid to change the 24 to 1 my friendly Bultaco dealer advised and even after I very carefully mixed up a few gallons of fuel I always added another 'gurggle' of oil right into my M a t a d o r ' s fiberglass tank—just in case I had erred in the ingredients..

Everyone in the club tried DuPont's mix and RAVED about the improvement our very own chemist had discovered. Personally, I found most of the improvement was not in my machine's performance but in a potential improvement in the thickness of my wallet. Everyone in the club ordered the low price five gallon can of the miracle mix. Rich Trader ordered a fifty-five gallon drum of the stuff and asked DuPont to see if he could get it PIPED DIRECT to his garage, because Trader used more two-stroke oil than the rest of the club combined.

He is blessed with riding ability, a good job, and an understanding, young and good looking wife. Rich,



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